

# HARBOURS, IRELAND.

RETURN to an Order of the Honourable The House of Commons,  
dated 23 July 1834;—for,

COPY of such portions of the EVIDENCE taken before the  
COMMISSIONERS of REVENUE INQUIRY, as is complete, referring  
to the WESTERN HARBOURS of Ireland.

(WITH MAPS.)

## LIST OF EXAMINATIONS

Relating to the Question of a PACKET HARBOUR on the South-West Coast of  
Ireland, for the POST-OFFICE COMMUNICATIONS between the United Kingdom  
and the British North American Possessions, taken in 1829 and 1830 by the  
COMMISSIONERS of REVENUE INQUIRY, *Common Room.*

|                                         |           |                   |
|-----------------------------------------|-----------|-------------------|
| <i>Major-general Sir Howard Douglas</i> | - - - - - | February 3, 1830. |
| <i>The Knight of Kerry</i>              | - - - - - | July 30, 1829.    |
| <i>Captain Beaufort</i>                 | - - - - - | May 25, 1830.     |
| <i>Coke of Drury</i>                    | - - - - - | June 1, 1829.     |
| <i>Mr. Bantock</i>                      | - - - - - | June 1, 1829.     |
| <i>Mr. Fairbanks</i>                    | - - - - - | January 18, 1830. |
| <i>Mr. Richard Smith</i>                | - - - - - | January 18, 1830. |
| <i>Mr. Joshua Bates</i>                 | - - - - - | January 25, 1830. |

4 August 1834.

T. C. Harrison.

## MINUTES OF EVIDENCE.

*Wednesday, 3 February 1830.*

Major-general Sir *Howard Douglas*, Bart., Governor of New Brunswick,  
was Examined, as follows.

YOUR residence is at Fredericton?—Yes, that is the seat of government.  
During the summer months I reside occasionally at St. John.

Have the goodness to explain to the Commissioners by what course you send and  
receive the public correspondence?—By packets to and from Halifax.

There is a good deal of correspondence to which you must be open, both of  
a public and a private nature, besides that which is considered as distinctly official?  
—A good deal.

By what channel do you receive that chiefly?—For the first two years I was  
there I received and transmitted it exclusively in the mail-bags, by the packets;  
latterly, finding that from the frequency as well as regularity of the communications  
by the line of New York I might receive accommodation in this way, I directed  
some of my correspondents in London accordingly, and very often got, between the  
periods of the arrival of the packets, private letters of much later date, more par-  
ticularly from the frequency than from the speed of the communication.

Does your private correspondence generally come through the packets?—Yes, in  
my despatch bag; but latterly finding, that by the frequency of communications by  
the way of New York, I could get more immediate information from home, I had  
a good deal of my correspondence sent to me via New York.

Major-Gen.  
Sir H. Douglas.  
3 February 1830.

Major-Gen.  
Sir H. Douglas.  
3 February 1850.

Can you speak with any sort of authority as to the manner in which the mercantile correspondence of the persons residing in New Brunswick is received and carried on?—A very great and increasing proportion of it through a part of the United States, principally through New York.

Can you say anything as to the correspondence with Canada?—A very great part of the commercial correspondence to and from Canada passes through New York, and frequently I believe the Government despatches to Upper Canada likewise.

Can you state, with a map before you, what is the course which the correspondence takes when it arrives at New York, to its reaching the seat of government of New Brunswick?—It passes by Boston to Eastport, which is the frontier post of the United States, thence it passes to St. Andrew's, the frontier British post, and then by land to St. John and Inchtoun.

What is the case, as far as you are acquainted, with passengers; what course do they take, either in coming to our colonies, or returning to this country?—They come to Canada generally by New York; to New Brunswick, by vessels to the ports of the province, or by the packets to Halifax.

How do you communicate with Halifax?—We have a post once a week from Fredericton, which passes near St. John, and thence round the head of the Bay of Fundy to Halifax. We have another once a week by St. John, which passes in a steam-boat to Annapolis, and thence to Halifax. Thus we have communications twice a week with that place, one by the land route, the other across the Bay of Fundy to Annapolis.

Is the correspondence very considerable that comes to St. Andrew's?—Very considerable.

Has it increased?—It has increased, and is increasing. I have taken an extract from a St. Andrew's paper, which I beg to read: "The St. Andrew's Herald notices a highly gratifying evidence of the rapid improvement of that portion of New Brunswick. In 1815, there was no land communication between St. Andrew's and St. John: in 1816, the Legislature granted 3,000*l.* towards that object. The St. John mail had, previous to this period, been forwarded by water; but in 1816, a contract was made for the carrying of it by land. For the first six months, it was carried weekly by a person of the name of Baldwin, on foot; but subsequently to this period, by Mr. Kelcher, the principal part of the time on horseback. For the last two years, it has gone twice a week either by land or water, and the contract has been participated in by others. We have frequently seen Mr. Kelcher leave the post-office with no more letters and papers than he could conveniently put in his side-pocket; and once, he informs us, he went with a single letter. Last week we noticed that the western mail was brought across the ferry in three bags, containing two bushels, and requiring two men to carry them to the post-office. It now requires a horse and waggon to carry the mail to St. John; and when the road, as at present, is too rough for a waggon, two horses are required."

From what part is that correspondence?—A great part of it from England, by the way of New York and Boston.

Do you know how the postage is paid upon that part of your correspondence which goes through America?—I am not very certain; the postage is charged each way, and there are periodical settlements between the two post-offices on the frontiers.

By what line do the letters that come to New York pass to Canada?—By Lake Champlain and Montreal.

Do passengers take the same course, with the view to saving time?—Yes, a great many.

Is that only because there are more frequent opportunities of passing from New York to England, or that there is better accommodation, better vessels, and more dispatch?—I think it is the frequency, as well as the certainty, cheapness, convenience and expedition of the conveyance.

What is your opinion of the effect that would be produced by the substitution of steam navigation, for the present mode of communication between England and Halifax?—I think the effect would be very beneficial, if it could be done as cheaply, as quickly and above all things as frequently, as by the way of the United States.

Do you believe that the conveyance of the correspondence, and of passengers, depends on the mere circumstances of cheapness and dispatch, or that there are not other circumstances which induce them to take that course?—In addition to those I should say frequency, regularity and confidence in the safety of the conveyance.

What

What are the advantages that you principally look to in the establishment of steam-vessels?—Cheapness, expedition and frequency, in communicating directly with our colonies.

Do you think it would be the means of inducing those persons who now go by New York, to take the passage to Halifax?—That depends entirely on what I have stated. If it can be done as cheaply, as expeditiously, and as frequently, the competition in these respects would be equal; and the choice as to route would depend upon personal convenience and curiosity. If cheaper, quicker, and more frequent, these would tend to attract nearly all the correspondence and a great proportion of the passengers to that route.

Would the effect of that be to carry on the correspondence with our own colonies through our own territories entirely?—I think that the great object is to divert from the present route through the United States, the correspondence between the United Kingdom and the British North American Colonies, and likewise passengers to and from those colonies. Success in this measure will depend not only on the cheapness of the passage, and the quickness of the voyage, but likewise on the frequency of the opportunities: it is from the convenience arising out of the frequency and regularity of the opportunities by New York, more than from other considerations, that so much of the correspondence, and so many of the passengers take that line. If a regular, cheap, expeditious and frequent communication be established by steam with Halifax, there is no doubt that all the correspondence of Nova Scotia, and Prince Edward's Island, and nearly the whole of that to New Brunswick, would be carried on through such a channel; and so soon as confidence, the result of some successful trials, shall have proved the practicability and safety of the conveyance, passengers to and from those provinces would, I think, avail themselves of it. I should suppose also, that passengers to and from the Canadas, would seek that line in summer, if a good and frequent steam communication be established with Quebec. But the post communication, for the conveyance of the mails so brought to and departing from Halifax, must be by land, through New Brunswick. To render the communications expeditious and always practicable, the land route must be much improved. At present, great and serious delays frequently occur in the conveyance of the Canada mail, and it is never very expeditious. To make it always safe, the direction of the route should be much altered; for the present line passes within a few miles of the American frontier for a considerable distance, even should we succeed in our boundary claim; if the decision be given against us, the present line will be entirely intercepted. Few passengers to and from Canada can be expected to avail themselves, at all, of steam conveyance by Halifax, excepting in the finest season, until the land routes from that point are well established, and provided with good halting-places for the accommodation of travellers; nor will communications and intercourse between the provinces be intimate, convenient and fully beneficial, until the great natural facilities, for shortening the water communications of the provinces with each other, be improved, as they might easily be. I should say, that the great object of establishing a good, cheap and frequent communication to Halifax, and, through it, with all the other British provinces, so to bring them nearer to their parent state, and to connect them more beneficially and intimately with each other, and with the United Kingdom, makes it of the greatest and most essential importance that the immediate attention and liberality of the Government be directed to the means of opening and establishing a convenient land route to Canada, and likewise to improve and shorten the water communications of the country, by the execution of the Bay Verte Canal, to connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence. I do not say that these should be thought of before the communication to and from Halifax be established. That measure, as a beginning, will act as a pioneer to the others; but I mean distinctly to say, that the communications which I have indicated, springing upwards from the maritime provinces, are measures of the very first importance, in a military as well as in a commercial sense, and that the execution of these great works must produce effects almost incalculable, in cultivating the vast natural resources of those provinces, in stimulating the industry of their inhabitants, and in providing plentifully, cheaply and steadily, for the wants of our West India colonies, from permanent sources in our own possession, and relieving those colonies effectually from any dependence on foreign states for supplies.

When you refer to the safety of the communication, do you mean by that that the vessels in which the communication at present is usually carried on are not of

Major Gen.  
Sir H. Doulton.

3 February 1836.

Major-Gen.  
Sir H. Douglas.  
3 February 1830.

a safe and convenient description?—What I said as to public confidence, the natural result of some successful trials, related to steam navigation; but I am of opinion that the vessels by which the communication is at present carried on, are neither of a safe or convenient description.

What is your opinion of the practicability of the establishment of steam communication?—My opinion is, that it is perfectly practicable.

Do you form that opinion upon any experiments that have already been made?—Not to the coast of North America; I form my opinion merely on the duration of the voyage, taking it to be 16 or 18 days, and the capability of a steam-packet to carry the necessary quantity of fuel.

Would there be sufficient fuel found in North America for the purpose?—There are great quantities of coal in the British provinces, Cape Breton and Pictou in Nova Scotia, and vast quantities in the province of New Brunswick.

Are you aware of any coal in the United States?—I understand they have no coal fit for the purpose to the eastward of the Allegany Mountains.

Is not a great deal of coal brought to America from this country by the vessels returning in ballast, and English vessels going out in ballast?—I do not speak to the ports of the United States; but great quantities of British coal are brought to New Brunswick by vessels coming out to load with timber.

What is the price of coal?—I do not recollect the price.

Is it used in preference to wood?—In St. John it is.

Is it brought out at that price, that it could be applied to steam navigation?—Wood is the fuel used in the steam-vessels in New Brunswick; for sea voyages of any duration, coal must be applied. The garrison of Halifax is supplied, by contract, with Cape Breton coal, because it is the cheapest; Nova Scotia coal would likewise be used, for this reason, for the steam navigation for the return voyage across the Atlantic, as for the steam communication to Quebec.

Supposing the fact to be that coal is taken out from this country by American vessels which bring cotton, for instance, in sufficient quantities to reduce the price of it to such a scale as to make it advantageous to apply it to steam navigation, should we be secure against the competition of the Americans in carrying on a communication between this country and America, or would not the same reasons that now induce a preference to the American communication through New York still continue?—I think American competition with coal imported from England would never stand against the British competition with coal produced in such abundance in our own colonies. I think no nation nor any capitalists would ever speculate largely in steam navigation, depending on any foreign nation for their coal, and wood fuel is out of the question for such voyages.

In the course of the answer you gave to a former question, you mentioned the improvement of the water communication between Halifax and the Gulf of St. Lawrence; will you have the goodness to describe more particularly what improvement it was you had at that time in your contemplation?—I mean a canal to connect the water of the Bay of Fundy with the Gulf of St. Lawrence, by the Bay Verte.

Has that canal been in agitation?—It has been surveyed and estimated for.

Is there any probability of its being executed?—Unless we can get the assistance of the Government with respect to finance, I am afraid it will not be immediately undertaken.

What is the extent?—The width of the isthmus across which it is to be cut is 12 miles. The cost, for a depth sufficient to admit the largest steam vessels and ordinary sailing vessels of 300 tons, is estimated by Mr. Telford, who has revised the original specifications and estimates, at 156,000*l*.

If those two canals you refer to were made, the whole communication would be by water?—The water communication would be much shorter than at present.

Would that answer all the year round?—No, only for the summer months. For the winter months there must be a land communication for passengers, and always for the mails.

During how many months in the year is it necessary there should be a land communication?—During about five months in the year the navigation of the river St. Lawrence is closed, and if there is not a good and convenient land route for passengers during this time, they would have to go through the United States. The contemplated measure therefore will not be complete, unless such alternations be prevented by establishing an overland as well as a water communication between Halifax and Quebec.

What

What is the comparative distance between New York and Quebec, and Halifax and Quebec?—It is much shorter by New York.

Suppose those two canals were executed, and the route made in the course you have described, those two canals would be impracticable during the winter?—Then the land route would be used by passengers. It would always be used for the post communications.

Is there any other point which strikes you as more convenient than Halifax, as the point of communication between this country and New Brunswick?—No; I think upon the whole it is the most convenient. Pasmagody Bay is a very convenient point, being always open; but it is too near the frontier of a foreign state to be at all times safe and convenient.

Halifax is rarely closed?—Very rarely.

As you are acquainted with the passage between this country and America, are there any improvements you could suggest in regard to steam communication, as to the point of starting from this country?—I should think the point of departure should be the westernmost point of the United Kingdom; for, notwithstanding the improvements daily effecting in steam machinery, with a view to diminish the consumption of fuel, and so to increase space for freight and passengers, it is of the first importance to the success of the contemplated measure, and to the productiveness of the enterprise, that the voyage from land to land be made the shortest possible. There can be no doubt that a departure taken from the westwardmost port of the United Kingdom by steam vessels, either starting from or calling to replenish their coal stores at such port, would be greatly advantageous in all respects; such port likewise to be used as that to which the communications from America are to be made. By the former arrangement branch steam packets, and other communications would be established with that port. According to the other plan, the steam vessels starting from Liverpool or Bristol for America, and returning, would call at the western port, and there take up what may offer, and likewise replenish their stores of coal. For all these reasons, it appears to me that the harbour of Valentia would be an important point for departure and arrival.

Are you acquainted with that harbour?—I am not. I have heard the subject much canvassed, and I speak only from a knowledge of the position of that port, and with a view to shorten thus the transatlantic voyage.

How often have you passed the Atlantic?—Twice to Halifax.

Has the establishment of steam between America and England been a subject of much discussion?—Very much indeed; it has excited very intense interest, and is looked to with very great solicitude in all the provinces.

Have you thought sufficiently on the subject to suggest any advantages which would be derived in the passage, from avoiding the Channel, in respect both of time and of safety?—The starting-point being from the westwardmost port of the United Kingdom, shortens the voyage so much, that I should say it is obvious there would be great advantages in every respect in establishing that port as the point of arrival and departure of the Atlantic voyage.

You have referred to an intended water communication; what would be the advantages derived from such a canal, in addition to the mere shortening of the voyage?—The great object of that canal is, to give facilities for the exportation of the productions of the Canadas, for the supply of the British West India colonies with articles which they are not permitted now to receive direct from the ports of the United States. The shipping ports of the Canadas (Montreal and Quebec) being frozen up for five months in the year, the surplus productions of the Canadas, more particularly the grains, must either be taken off in great quantities during the short season which intervenes between the harvest and the closing of the river, or cannot be made fully available; for, taken in considerable quantities to the West Indies, the grains there heat and spoil. It becomes therefore very important that convenient shipping ports should be established as entrepôts, always open for warehousing the grains and productions of Canada, and at which the grains may be reduced to flour as required, and exported to the West India markets as demanded for consumption. If the proposed Bay Verte Canal were opened, the grains of Canada might be sent to Halifax, St. John's, or St. Andrew's, and there stored in any quantity without injury. Upon this very interesting subject I have submitted to the Government a great deal of information, with a despatch earnestly recommending the execution of this great work; and I beg to hand in these papers to the Commissioners, and trust they will be found to contain a great deal of useful information as to the capabilities of the Canadas and the

Maj.-Gen.  
Sir H. Douglas.

other British provinces, to supply plentifully, steadily, and cheaply, the West India colonies

3 February 1830.

[*Sir Howard Douglas delivered in the following Papers :*]

(Extract.)

Fredericton, New Brunswick, 1st February 1828.

THE project of making a canal to connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence has now become an object of such great importance, viewed relatively with the late enactments of the British Parliament for regulating the colonial trade, and that great work would be so beneficial to the interests of the North American provinces, severally and generally, that I have been for some time occupied in taking all the necessary measures to ascertain, from the most competent persons I could engage here, the practicability and probable cost of a work which would greatly improve the natural advantages which these colonies possess for internal communication with each other, and be the means of promoting a more certain, and indeed an uninterrupted course of inter-colonial trade with our possessions in the West Indies. The commercial transactions which the late measures of His Majesty's Government are eminently calculated to promote, with permanent and mutual benefit, between the British North American and West India colonies, would be so greatly facilitated by the execution of the great undertaking to which I allude, that it may be fairly considered to be a national work of vast importance to the colonial system of the British empire; and I therefore consider the time to have arrived when it becomes me to lay before His Majesty's Government the result of much investigation and correspondence, as to how far these provinces might be rendered capable of supplying their sister colonies in the West Indies with articles which certainly may be produced to any extent; and in transmitting the plans of survey, designs and estimates, which have been prepared by an experienced engineer, for cutting a canal across the isthmus which divides the Bay of Fundy from the Gulf of St. Lawrence, I have the honour to submit to your judgment the reasons which have actuated me in drawing up this project, and I support it by presenting some practical observations of highly competent authorities in the other provinces, to whom I thought it proper to refer, in the first instance, my reasoning upon a measure which it would not be proper for me to press upon the consideration of His Majesty's Government as a great national work, unless I could show that it embraces interest beyond the limits of my own territorial charge, and of a nature to reach into after-times.

It must have been a matter of great solicitude to His Majesty's Government, in resolving the recent measures, how far the West India colonies ought at present be supplied by the British American provinces with those articles which can no longer be shipped direct from the United States; and to what extent, and by what measures, the production of those articles may be stimulated and encouraged, and their conveyance facilitated, so that by a plentiful and constant supply, at a moderate price, the British provinces may compete successfully in price with the circuitous course of trade by which the United States continue, and will continue, to send their productions to our colonies in the West Indies, until such reductions shall be made in the price, through our own channels, as shall ultimately put an end to the circuitous supply of articles the growth and production of the United States, or supply such productions as cheaply.

With respect to lumber and fish, supplies may be plentifully furnished by the lower British provinces and islands in this quarter, if the merchants be encouraged to make permanent investments for a spirited prosecution of this trade, by being so assured of the stability of our policy, as to be under no apprehension of any revocation of the late Order in Council\*. In proportion as it has appeared to be the intention of Government not to deviate from that policy, increasing activity has been given to the production of those articles which the natural resources of these provinces may to any extent supply; and with respect to bread stuffs, supplies of these to a great and growing extent may be had from the Canadas, provided proper measures be taken to encourage production, and not only for facilitating the transit of their net surpluses by improving the water communications of those provinces to their export ports, Quebec and Montreal, but further, by forming that important canal which it is the object of this paper particularly to recommend, by which those ports may empty themselves, whilst the navigation remains open into British colonial entrepôts, whence at all seasons may be shipped to the West India markets productions which, if not warehoused in ports open all the year, must either be accumulated in excessive quantities, deteriorating in condition, and fluctuating in price, or be shut up in the producing provinces by the rigours of climate for nearly half the year. The Welland Canal, constructing in Upper Canada, to connect Lake Erie with Lake Ontario, was undertaken as a defensive measure, to counteract the tendency of the United States Canal, by which a water communication has been completed between those lakes and New York, with a view to draw through that channel the surplus productions of Upper Canada, as well as those of their own territory in that quarter, and so to form of New York the market and export port of all the

\* This Paper was written before the issue of the Government as to the permanency of this measure was generally known in these provinces.

the extensive regions bordering on the lakes. No doubt appears to be entertained that this defensive measure, the Welland Canal, will be successful to throw the produce of Upper Canada, with convenience and at a cheap rate, down the St. Lawrence, to the ports of Montreal and Quebec, which will thus become vast ports for disposing of the surplus productions of the Canadas. But these ports are laid under serious disadvantages by climate; they are locked up in ice for at least five months in the year, and the access to, as well as the navigation of the St. Lawrence is moreover so precarious for a short period which immediately precedes the closing, as well as during that which follows the opening of the river, that sea-risk and insurance add greatly to the other disabilities which those ports labour under. Of the export productions of the Canadas, grain and flour are those for which the well-being of those provinces most urgently demand external markets, and the production of those articles, at whatever amount they may be now rated, must progressively increase unless by not endeavouring to overcome the obstructions which at present operate to prevent the productions of the Canadas being taken with facility to external markets, the agricultural industry of the Canadian people be discouraged. Whether the Canadas produce at present flour sufficient for the supply of the West India market, in what ratio that may be able to increase by proper measures of encouragement, or when those colonies may become capable of fully answering those demands, depends much upon the encouragement which may be held out to stimulate those productions by providing increased facilities for their transit to external markets; but that the Canadas do now produce of those articles vastly more than they consume; that great distress and dissatisfaction would arise from these not being taken off; that Prince Edward's Island is greatly capable of becoming a very productive corn country, are certain; and the measures which the Government have been taking for some years with a view to promote the settlement and cultivation of the North American provinces, by emigration to them, have encouraged and stimulated agricultural industry to apply itself to the productive powers of those countries to such an extent, that when we consider the effect that is ever produced by any check or restriction, it would appear in duty and consistency to have pledged the Government to look onwards to the means of doing all in their power to favour and facilitate the transit and disposal of the production which will thus have been stimulated. The improvements making in the water communications of the Canadas to facilitate the conveyance of those productions to the export ports, (Quebec and Montreal) is a very proper commencement of such a great measure; but it will lead to imperfect results, unless something more be done to take off all those productions to enterprises for the supply of external markets, whilst the St. Lawrence remains open; and measures such as I now submit would not only tend to effect this, but would draw like productions into its channels of circulation, under the inland navigation cut, from parts of the United States contiguous to our water communications. From the natural disabilities under which the Canadas, Prince Edward's Island, the fertile banks of the Bay des Chaleurs, and the gulf shore of this province, extending thence for about 300 miles to the frontiers of Nova Scotia, are laid by climate, those regions absolutely require the medium of some enterprises, open at all seasons. New Brunswick, with a population which may fairly be rated at 80,000 souls, mixes within herself a very small portion of productions, such as those which the Canadas have to spare. Vast importations of flour and bread stuffs are made from the United States, for consumption in this province, and paid for in hard money, New Brunswick having no productions of her own to offer in exchange, excepting such as are redundant in the United States. This operates as a drain, constantly acting to withdraw the precious metals from her circulation. The voyage from Quebec to St. John is very circuitous, and so uncertain in the time of its performance, that there is at present very little communication between ports otherwise capable of acting most beneficially upon each other, and upon the industry of the provinces to which they respectively belong; for should the canal in question be executed, the intercourse would be constant in summer, and those wants of the first necessity which New Brunswick actually purchases from a foreign country, would be supplied by the industry of her sister provinces, and farther become subjects of that inter-colonial trade with our possessions in the West Indies, which it is the great object of His Majesty's Government to promote. The proposed canal would have a prodigious influence also in encouraging the fisheries in the Gulf of St. Lawrence, and it may be depended upon that the fishing-banks off the west end of Prince Edward's Island, and all along the coast of New Brunswick, which in the summer season swarm with American fishermen, and upon which British fishing vessels are rarely seen, would soon become scenes of active enterprise for British subjects.

To the Right Hon. William Huskisson.

(signed) Howard Douglas.

THAT a canal communication, to connect the waters of the Gulf of St. Lawrence with those of the Bay of Fundy, is an object of paramount importance, both in a national and provincial point of view, no one has ever doubted; indeed, as his Excellency the Governor-general very justly remarks, its advantages are not and cannot be foreseen. Both experience and observation concur in support of this position, for there is scarcely any undertaking of the kind within the sphere of our knowledge, which has not, when accomplished and put into full operation, far exceeded the expectations originally entertained of it with regard to general utility and profit.

Considering the measure, therefore, as one of national concern, the benefits to be derived from it in time of war, particularly of a war between England and the United States of America,

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America, must be obvious. Nothing surely, in case of such an event occurring, will more effectually promote the means of general defence than the linking together of the sister colonies by all the facilities which easy modes of communication and safety of intercourse could afford.

Halifax, from its commanding situation on the North American continent, will most probably, so long as we stand in the relation to the British Government which we now do, be the principal port or medium of communication between these colonies and the parent state. During the war, troops, ammunition, stores, &c. landed at Halifax and destined for the defence of New Brunswick and the Canadas, could there be re-shipped in vessels of a proper size, sent through the Shubenacadie Canal, thence down to the entrance of the Bay of Fundy Canal, and passing through it, be safely landed at the Gulf of St. Lawrence, avoiding thus, during the open season of the year, all the dangers and difficulties of a long and tedious navigation from Halifax Harbour to Cape Fomentine, and the risk of being annoyed by the enemy's vessels of war and privateers. On their arrival at the north-east entrance of the canal, a choice could be made as to whether forwarding of them by land or by water was the more eligible plan, it being understood now that a line of road, together with townships, are about to be laid out all along the western shore of the Gulf of St. Lawrence.

In a national point of view also, the shipping trade of the empire would be benefited, at least that part of it which is engaged in West India intercourse, inasmuch as in addition to the advantage now secured to it by the warehousing system, of obtaining at Quebec and Montreal general cargoes during the summer months, similar advantages would be secured to it during all seasons of the year, so soon as St. John shall have become, by means of the projected canal, a place of general deposit for articles stored in the Canadian bonded warehouses.

In a colonial point of view the good effects that would accrue from this measure to the various branches of practical industry, are in my opinion beyond even the power of speculation at this stage of the business to point out. One branch being put in operation and constantly employed in supplying the wants of another, in a ratio corresponding with a rapid progress in the increase of population; a population in which no individual may have to complain of want of employment or of a suitable remuneration for his labour, provided his energies be put forth to their proper uses.

But to be more particular, and keeping in view at the same time the operations of the warehousing system, and of the late amendment to the customs laws; the shipowners, both in this province and the two Canadas, would soon find their interests highly promoted by a canal communication at the head of the Bay of Fundy. There can be no doubt whatever that the present colonial system of Great Britain was originally framed, and is now pursued with the view of securing the trade of her North American colonies to British and British-colonial shipping. Probably an ulterior object may be in contemplation, namely, the supplying entirely of our West India colonies with the whole of such articles produced from the North American colonies as the former stand in need of. But some time must elapse before this can be accomplished, although it is confidently believed by many well-informed people that it ultimately will be so, provided the present regulations of the trade be strictly and uniformly enforced.

As regards Canadian vessels, their voyages would be considerably shortened by passing through the canal; the premium of insurance would be reduced (say 12 ½ per cent. during war) and time would be saved both on their outward and homeward voyages; they might also have an opportunity of performing a winter voyage by making use of St. John as an entrepôt for the storing of their cargoes either way. This would not only be an opening for the employment of their vessels, which they hitherto have been deprived of by the annual freezing of the St. Lawrence, but the very plan would of itself tend to inspire the West India planter with the belief that he would be supplied with our produce in a regular manner throughout the year; thus promoting a confidence between the parties which, as sisters of one another, and as forming an integral part of the British empire, ought to be established and sacredly maintained. Besides, the very trade that would be opened to Canadian vessels at St. John and other parts of the Bay of Fundy, would, I conceive, be alone an object of very considerable interest. We want the bread stuffs and provisions of Canada for the supplying of our seamen and fishermen, and for nasoting of cargoes for a West India market. We also want their staves for that market as well as for shipment to England. In return, they could very generally procure freights of West India produce and other articles, of which the Canadas, in consequence of their rapidly-extending settlement, would be constantly in want. In fact, there can be no question but the trade would annually increase with the growth of the population both of this and the Canadian provinces.

But the view of the subject, as holding out encouragement to our inter-colonial intercourse, though cheering in its prospects, is still but partial in its extent. Let us call up in anticipation the rich field for activity and enterprise which will be laid before these provinces, when the communication between Lake Ontario, Lake Erie and the St. Lawrence shall have been opened, through the Welland and Rideau Canals. Supplies of all sort of provisions will be rendered more certain, as the sources of obtaining them become more numerous. The carriage to a warehousing port will be rendered more safe than it at present is, and also much less expensive. At present, the freight of the different sorts of grain, flour, &c. from Kingston to Montreal is understood to enhance its value, at the latter port, at least one-third of its price at the former; there is reason, therefore, to believe that flour, which cannot now be purchased at Montreal for less than 27 s. per barrel, may, when those

canal

canal improvements are effected, be laid in there at 21 s. to 22 s., and other articles at similarly reduced rates.

Such an alteration as this, in the first cost of those heavy articles of trade, would not fail, I think, in operating so much in favour of the British speculator and carrier, as to annihilate in the least of Americans for ever all hopes of competing with us in the West India market, through the medium of foreign islands.

But another consideration of vast importance which presents itself here, is the security which these canal communications will afford to our trade in time of war, for cargoes can be conveyed from the very head of Lake Erie to Montreal, without being subjected to the annoyances or brought within the range of fortifications or other military erections on the United States' bank of the St. Lawrence.

Now, if these positions be just, and the inference drawn from them be at all conclusive in establishing those points, viz. that the canal improvements in the Canadas will contribute to the extension of their West India trade in time of peace, and to the securing it from foreign aggression and pillage during war, then, in order to bring them to bear on the subject of the present statement (the utility of the Bay of Fundy Canal), it is only necessary to transfer the arguments from the former to the latter; for, in proportion as the trade between Canada and the West Indies increases, in like proportion will the Bay of Fundy Canal prove a profitable concern as well as a public benefit (as Mr. Johnston, of Prince Edward's Island, says) "to all His Majesty's dominions, from Demerara to the head of Lake Erie;" for a vast proportion of the exports and imports from and to the North American colonies and the West India islands, must be transmitted through this medium of communication.

The above may be considered a very general view of the matter, and one in which the advantages that may be expected to arise from the projected canal are not confined to any particular province or colony, but shared by all, according to their several capabilities or resources.

There are, however, two points of great importance to the interests of this province, and to the promoting of which our attention cannot help being drawn on this occasion, namely, the settlement and cultivation of a large tract of wilderness land, and the advancement of that much-neglected branch of business, the fisheries.

With regard to the former, all are agreed, that, in order to render our colony independent of foreigners for the necessities of life, it only wants the aid of labour and industry; and that, in order to obtain that labour and that industry, the population must be increased, and the settlement of emigrants encouraged. Now there can be no encouragement held out to a stranger, as an inducement to locate on new land, equal to that of his being so situated as to have easy access to neighbouring settlements and places of general business. His wants are easily communicated, and shortly redressed. In short, all the sympathies of social life are kept awake and fostered, and his apparently barren mode of life, so far from being one of inactivity, is cheerfully devoted to the amelioration of his condition by honest endeavours, and in bringing up his progeny in habits of usefulness; men who will one day become effective members of the community, and an honour to the country to which they belong. Civilization owes its origin to the frequent inter-communication of ideas, and its progress has always kept pace with the facilities and extent of general intercourse.

But there is no branch of provincial industry which would receive a stronger impulse from the opening of the new canal, than that of the fisheries. It may be asked, why cannot the port of St. John prosecute the Labrador and deep-sea fishings with the same avidity and to the same advantage as the port of Halifax does? The reason is plain: our situation, in a manner, shuts us out from these fisheries. A vessel fitted out from this place has a long and circuitous voyage to perform, previous to her reaching the proper ground; and if, on her arrival there, she be unfortunate at the commencement of her catch, it is come so late in the fall of the year before she returns, that it is a great chance whether her fish be properly dried at all; in fact, instances of their being so have very rarely occurred. This soon brought Labrador fish into disrepute; no one would export them when other fish could be procured, and thus the trade died a natural death.

It is well known that the greater proportion of fish shipped from this port are imported from Nova Scotia; thus has been the case for several years past, to the manifest injury of our merchants, and the almost rooting out from among us one of the most useful classes of men belonging to the country.

How different would the case be, had we it in our power to fit out vessels yearly from this port, which, by means of a canal passage from the Bay of Fundy, could make sure of being early enough in the vicinity of fishing waters, to enable them to choose an advantageous berth. Vessels thus circumstanced, need not only perform a single voyage in good time to have their fish cured in the Bay of Fundy, but they might frequently make a double trip, by landing their first fare on some part of the gulf shore where the curing of fish is a matter of much greater certainty than it is here, as the summer fogs which infest so often the northern shore of the Bay of Fundy, are scarcely known at the former place. When the first fare is ready for shipment, a second vessel would be dispatched for it; while the one that set out on the adventure first would most likely be shaping her course homeward with a second catch.

One main object, which in this case ought to be kept constantly in view, is the opportunity which, by managing the fishing business on something like the above described plan, would thus be afforded for improving the quality. This is a matter of great importance; indeed we know that the merchants of this place are shut out from some of the most lucrative markets, from no other cause than the want of fish of a proper quality as an export.

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It will be readily acknowledged on all hands, that the securing to this port a supply of fish is an object of very material consequence; but what enhances the value of the trade is the consideration that the stock will be our own, the produce of the labour of the province; we will own the vessels, the salt and materials will be imported in ships of this province; our fishermen will be fed by provisions either raised in the country or imported in our own bottoms. In short, every penny expended passes through the hands of British subjects, whose individual exertions are portions of the general mass of public power, where individual prosperity forms part of the public wealth.

A good deal has been said respecting the depth which the canal ought to be cut. I am clearly of opinion, that unless it be made of sufficient dimensions to admit the passing of vessels of 150 tons, when loaded, the main object will be entirely defeated. It might, on a smaller scale than this, be considered a local accommodation; but it would never be ranked in the scale of those public works which are now going forward, for the purpose of consolidating the interests of those dominions of His Majesty which are situated at a distance from the mother country and from one another.

St. John, New Brunswick, }  
20 October 1827. }

(signed) James Robertson.

Sir,

Upper Canada, Stamford, 1st Aug. 1827.

I HAVE read with much pleasure and interest the paper your Excellency had the goodness to send me, on the subject of the projected canal to connect the Gulf of St. Lawrence and the Bay of Fundy.

I have allowed it to be communicated confidentially to one or two persons only, whose opinions on the subject I conceived would be valuable, as affording information that could be relied on, or suggestions deserving attention; and I have thought it well to give you the result of these references in the shape in which they have reached me.

I assure you that I sincerely hope the work may proceed; and I have little doubt but that the people of both the Canadas may be brought to take great interest in its success, as nothing can or ought to excite the attention of this province in particular, so much as any measure tending to improve the markets for its agricultural produce; and in a national point of view, nothing can, in my opinion, be more desirable than to connect the interests of these provinces as closely as possible with those of Nova Scotia and New Brunswick.

I shall be most happy, at all times, to correspond with your Excellency on subjects of common interest.

His Excellency Major-general, }  
Sir Howard Douglas, Bart. }  
&c. &c. &c. }

I have the honour to be,  
Your Excellency's most obedient humble servant,  
(signed) P. Maitland.

My dear Sir,

York, 24th July 1827.

I HAVE perused with attention Sir Howard Douglas's letter of the 7th May, and its accompanying statement relative to the commercial advantages likely to result to the Canadas and the neighbouring provinces, by connecting the waters of the Gulf of St. Lawrence with those of the Bay of Fundy, by means of a canal, to be cut through the narrow isthmus, at the head of Bay Verte.

I regret that my very limited knowledge of commercial affairs in detail does not enable me to contribute anything to the particular information desired by Sir Howard, as regard to the average export prices and expense of transport of such commodities as might become subjects of trade, in transit through the proposed canal; but from a general view of the relative situation and commercial interests of the British North American and West Indian colonies, as well as from my local knowledge of the navigable waters intended to be united, I have no doubt of the great utility and importance of the proposed measure, as affording means to avoid a circuitous and generally very dangerous navigation through the channels on either side of the Island of Cape Breton, the only route at present from the St. Lawrence to the West Indian and American markets. But for this purpose, and in order to be of the utmost benefit to the Canadas, the canal ought to be made of sufficient dimensions to admit the passage of vessels usually employed in the West India trade, seldom, I believe, exceeding 150 tons, large cargoes (particularly of agricultural produce), not being suited to the West India markets.

Besides the advantage which would be thus attained in the performance of those distant voyages, the proposed canal would be of great importance to the Canadian provinces, by giving facility to or rather creating the means of carrying on a very extensive trade and intercourse with such parts of the provinces of Nova Scotia and New Brunswick, and also of the New England States, as border upon or are contiguous to the Bay of Fundy, a trade, I believe, at present almost wholly unpenetrated, merely for the want of such means of intercourse.

When a member of the Legislature at Nova Scotia, many years ago, I recollect the project of such canal was much discussed, as a very desirable object of public improvement, but was then abandoned as impracticable, on two grounds; first, as an undertaking of a magnitude far beyond the disposable means possessed by the colonies chiefly interested in the work; but if that objection were removed, whether and a greater was considered by many as insurmountable.

insurmountable, namely, the vast disparity in the rise of tides on either side the isthmus, and still more, perhaps, the very extraordinary manner of the influx and reflux of tide in the Bay of Fundy. I am happy to find, however, that Sir Howard Douglas is fully satisfied on this point, and consequently that a work of so great importance and general benefit to these colonies will speedily be carried into effect; for I cannot apprehend any difficulty from want of pecuniary means in the present flourishing state of the British North American provinces, and the existing spirit of enterprise in undertakings of this kind.

I remain, my dear Sir, your's faithfully,

(signed) *Wm. Campbell.*

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THE view which his Excellency, Sir Howard Douglas, has taken of the proposed canal for connecting the navigation of the Gulf of St. Lawrence with that of the Bay of Fundy is very interesting, and (so far as I am capable of judging) appears very just in all its points.

When this project was first publicly discussed, it struck my attention as one of peculiar importance, not only from natural considerations, as having a direct tendency to draw closer the cords of connexion between the sister colonies of British North America, and thus to strengthen their means of defence and foster their attachment to the parent state, but also as holding forth very tempting prospects of great commercial advantages, not only to all the colonies, but to this province in particular, by affording it greater facilities than it has hitherto possessed, in finding a profitable market for the disposable productions of its agriculture in the West Indies.

The recent measures adopted by His Majesty's Government, interdicting the direct intercourse between the West India colonies and the United States, and encouraging a more extended trade between these colonies and the British possessions on this continent, add in an incalculable degree to the importance and utility of the proposed canal; and it cannot therefore but give birth to the most pleasing anticipations, when we find the Lieutenant-governor of New Brunswick about to urge with so much ardour the expediency and good policy of engaging in the enterprise without delay.

Keeping in view more particularly the interests of Upper Canada, I beg to remark that this province, no doubt, already enjoys, through the medium of Lower Canada, (whose merchants must for a long period, if not in all future, be our factors,) a certain limited intercourse with the West Indies. Its flour finds its way from Quebec and Montreal, and more particularly from the former port to the ports of those islands, in vessels which of course must make their passages by the circuitous natural navigation; but by this course of trade, as at present conducted, the supply of the article thrown into the West India market is neither steady nor regular, and the consequences are that the islands do not place their dependence on Canada for any considerable proportion of their bread stuffs; and that these provinces, even under all the arrangements recently held out by His Majesty's Government, fail to derive such advantages from their intercourse with the West Indies as might be desired or expected.

In consequence of the shortness of the season for navigation in the Gulf of St. Lawrence, and the risk of damage from the effects of climate, when large shipments of flour are made to the islands during that short season, as Sir Howard Douglas has stated, an entrepôt is greatly wanted for the convenience of the trade between the Canadas and the West Indies; and its utility does not appear likely to be the less, because at the same time the course of the trade is rendered less circuitous. In no other way, as his Excellency observes, than through the medium of some entrepôt, can Canada compete with the United States in the West India markets. His Excellency has also very clearly exhibited the advantage that would be derived from shipping our wheat at Quebec or Montreal, and placing it in depôts at St. John, for the purpose of being ground at such times as the state of the West India markets might render advisable.

At present a large portion of the wheat raised in Canada finds its way to England, where there is an immediate market for it, to the extent of 100,000 quarters annually, though our exportation has hitherto never reached that quantity. The exportations of the present year, owing to the abundance of the crops of last season, will, however, far exceed all precedent.

While we enjoy the benefit of an open market, (though limited to the above specified quantity in England,) it is questionable whether, even on the construction of the proposed canal and the establishment of entrepôts, a considerable proportion of Canadian wheat may not continue to be shipped to England; as the annual amount we are permitted to send to that market is not equal to three days consumption of the United Kingdom, its limits may gradually be extended; and this is more likely to take place, if, on the expected modification of the Corn Laws, His Majesty's Ministers should be satisfied by the inquiries they have set on foot, that the corn countries of Europe cannot supply that immense quantity on the opening of the British ports, which the British agriculturist has dreaded, nor at such low prices. It will always be an object with the exporter of Canadian wheat, that he should have it in his power to avail himself of the English home market, but the amount of the shipments to that market will of course fluctuate in every year, and be governed by the limitations of the Imperial Statutes, the abundance or scarcity of the crops, and the prices current in England and the West Indies.

It is to be expected that shipments will be made to England, more or less extensive, according to circumstances; and that the whole disposable quantity of wheat grown in Canada will not go solely towards supplying the consumption of the West Indies. The uncertainty thus

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thus created will prevent any calculation of the quantity of wheat and flour which may pass through the canal, and render it a difficult task to estimate the probable receipt for tolls thereon. In the foregoing remarks on the disposable quantity of wheat grown in this country, I have not adverted to the supply which is annually required even at present for the Lower Provinces and fisheries in the Gulf. Perhaps the settlements now to be formed on the gulf shore of New Brunswick, to which Sir Howard Douglas alludes, may soon enter into competition with Lower Canada as to this supply. The following statement will show the prices of flour at Kingston and Quebec of late, and of wheat in this district:

| Quebec:                   |  |                  | Kingston:          |  |                              |
|---------------------------|--|------------------|--------------------|--|------------------------------|
| Price.                    |  | Superfine.       | Price.             |  | Superfine.                   |
| 18s 5, 27s. to 30s. - -   |  | 30s. to 32s. 6d. | 19s. to 21s. 3d. - |  | 21s. 3d. to 23s. per barrel. |
| 18s 6, 23s. 6d. to 25s. - |  | 26s. to 27s.     | 17s. to 17s. 6d. - |  | 18s. 9d. to 20s. ditto.      |

At Quebec sales were effected at a credit of 60 or 90 days. In the year 1825 small lots changed hands at Quebec, in the month of October, at 28s. 6d. per barrel for fine, and at 31s. for superfine. During the present year, so far as it has gone, prices in the Quebec market have fluctuated from 27s. 9d. to 24s. for fine flour, and from 32s. 6d. to 27s. 6d. for superfine, at a credit of 60 or 90 days. At Kingston the article has commanded from 18s. to 19s. per barrel for fine, and 21s. per barrel for superfine. I have selected the prices current at Quebec rather than those of Montreal, because the inspection of the latter city is not so regular in the West India market, and for that reason will not even be allowed at Quebec. The price of wheat in this district, within the last three years, has varied from 2s. 6d. to 3s. 3d. per bushel of 60 lbs., and the price of transportation from hence to Montreal has averaged about 1s. 4d. to 1s. 5d. per cut; perhaps the average price of wheat may fairly be set down at 3s. per bushel. In the foregoing quotations I have been guided by the sales of lots of flour forwarded from this place, and it is therefore not improbable that upon a more general examination of sales, the average prices might be more accurately determined by reference to the merchants at Quebec. Sir Howard Douglas appears desirous of ascertaining the average export prices of the articles which would become subjects of trade in transit through the canal from Upper Canada, which he thinks might serve as the elements of an estimate of the tolls they might bear, and of the profit that would thence arise. I have confined myself to wheat and flour, which would form our most important articles of export; for until the trade is open, it is difficult to form an opinion of the other articles which might be sent from hence through the canal. Besides, whatever might be the variety or description of the articles or produce which it might be found profitable to raise or prepare in this province for the West India market, on the completion of the Bay Verte Canal, I humbly conceive that the value of such articles, on exportation from hence, cannot furnish such satisfactory grounds for estimating the charges that might be borne by them, on transit through the canal, as their value, when exposed in the markets of Lower Canada; for, whether the traders or manufacturers of this province gain or lose upon a shipment to Montreal or Quebec, the article so shipped will generally find its proper price in either of those markets, and that price principally depends on the prospects abroad, and not in any degree upon the cost of the article when exported from Upper Canada. Our profits or losses on grain, flour, &c. are determined by the prices obtained at Quebec and Montreal; and by the prices current in those cities are the prices in Upper Canada necessarily regulated. Much difference of opinion prevails with regard to the capability of Canada to supply the colonies in the West Indies with all the bread stuffs necessary for their consumption, which is indeed not very surprising. In order to determine how far the doubts entertained on this head are well founded, several facts should be got at which lie far beyond my humble grasp. In the first place, it is necessary to know what is the annual consumption of the several West India islands, and to what extent that annual consumption is or has been supplied from the United States, and other quarters. In the second place, it is requisite to know what is the annual exportation of wheat and flour from Quebec (independently of the shipments for the lower ports, the fisheries, &c.), and of this annual exportation, what probable proportions are supplied by Lower Canada, Upper Canada and the United States. That, with the aid of the importations that might be made from the state of New York, Canada could, if not immediately, at least in the course of a very few years, meet all the demands of the West Indies for bread stuffs, is an assertion which might, I think, be very safely made: that without the aid of such importation she could accomplish this important object, I would not however undertake to affirm. The Select Committee appointed by our House of Assembly, in the year 1821, to consider and report upon the internal resources, &c. of the province, at that time estimated that the exporting of flour from this province had never, in any one year, exceeded 30,000 barrels. Since that time, in consequence of the encouragement given to wheat, much of that grain has been sent to Lower Canada; and the total yearly exportation of wheat and flour conjointly, must, in my opinion, have very considerably increased within the last two or three years. As the collector at Côteau du Lac (whether lawfully or not) has compelled the masters of all boats from Upper Canada, descending the river, to stop and report their cargoes, there is no doubt that the governor of Lower Canada has it in his power to give a statement of our annual exports, even for a series of years, which, if not absolutely accurate, would be sufficiently exact for the purposes in question. Lower Canada usually ships large quantities of grain, of its own growth; and its exportation will doubtless annually increase with the progress of her new settlements. The increase in our own province will, however, be more rapid when

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the Rideau and Welland Canals shall be completed, and the inhabitants of the fine townships in the Bathurst district, as well as of the still finer and more fertile townships in westernmost Canada shall have the means of transporting their produce to market, and be thus roused to exertions to which they have at present no incentive. The great obstacles which nature has opposed to a successful competition with the American States in the West India trade, and which I have always dreaded, are the interruption of our navigation by frost during half the year, and the wide space which separates our ports from the ports of the West Indies. Even after the completion of the proposed canal, our voyage is far longer and more circuitous than that of our republican neighbour, and it will surely require all the beneficial effects which Sir Howard Douglas anticipates from the establishment of entrepôts in Nova Scotia and New Brunswick, to counterbalance the interruption in the direct commerce produced by the tedious duration of our winters. The successful prosecution of the intercourse between Canada and the West Indies, on an extended scale, will wholly depend, it appears to me, on the continuance of the existing Orders in Council restricting the trade between those insular colonies and the United States. In order that we may derive solid benefit from them, these Orders must be most rigidly enforced, for we may rest assured that the enterprise and cunning of American speculators which has this year filled Halifax with flour for West Indian consumption, will be unceasingly exerted to defeat and evade them. Should the restrictions on the American intercourse with the islands be preserved in by His Majesty's Government, it would be difficult to estimate the consideration which that line of policy would stamp upon the proposed plan for connecting the navigation of the Gulf of St. Lawrence with the Bay of Fundy, a consideration which would be scarcely less felt by this province than by any of its sisters; for though we are remote from the ocean, our produce would nevertheless constitute a very considerable portion of the freight conveyed upon the canal. The privilege now enjoyed by Canada, of pushing its wheat to the extent of 100,000 quarters annually into the English market, for instant sale and consumption, is no doubt a most important one to this province, in proportion to the increase of population, and the extension of her agriculture, as well as the progress of improvement in her internal navigation, and the consequent greater facility she will possess of conveying her disposable produce to market. But valuable as this privilege may now be, and more valuable as it will yet undoubtedly become, when the Welland Canal is completed, and other corresponding improvements are accomplished, in the navigation of the river St. Lawrence, its value is surpassed by the anticipated trade with the West Indian Colonies, the demand of which not only for wheat, but for other alimentary articles which cannot well be shipped for English consumption, must, under the operation of the new system of entrepôts, become exceedingly extensive. The proposed canal, therefore, while it promises mutual benefit, threatens Upper Canada with no possible evil, no local interest of ours can be injuriously affected by it; which, however, may not be the case as it regards Lower Canada. Sir Howard Douglas remarks, that he hopes it will appear distinct to the commercial and shipping interests of Montreal, as the port of export for Upper Canada produce, that this work would not and could not interfere with nor restrict the Montreal merchants, in as much of the direct West India trade as they might desire, during the open season. This is, no doubt, very true; but still the amount of the direct trade during the open season, would be affected, and if I am not greatly mistaken, might be sensibly diminished at the outset by the trade of the entrepôts; and for this reason the merchants of Lower Canada may possibly consider the canal as likely to injure their business, and especially since it would enable the merchants of Nova Scotia and New Brunswick to compete with them in the coasting trade. But notwithstanding such competition, it appears to me that Lower Canada would find the canal, when opened, a source of great profit, and such I hope will be the view taken of the project by her Legislature. Upon the whole, I cannot discover any solid objection that can be raised in any part of Canada against the immediate construction of the canal, in as far as the obvious interests of His Majesty's possessions in America, and by consequence, the interests of the empire are concerned. The main, and indeed as it seems to me, the only difficulty, lies in the question, how are the funds to be obtained that may be required to make this canal? Sir Howard Douglas has not, it appears, communicated to his Excellency Sir Peregrine Maitland any information respecting the length or dimensions of the canal, or of the height of the summit level above the waters of the bays, at each extremity, nor does he even hint at its estimated cost, which, however, as the work is designed for vessels of 120 tons burden, and as guard locks are to be provided on the side of the Bay of Fundy, to protect the work against a rise of the tide of nearly 50 feet, cannot be inconsiderable. But whatever may be the probable cost, the enterprise should not be postponed or abandoned, because the prospect of a speedy return of profit from the tolls may be doubtful. The uncertainty which may prevail on this point, is, in fact, a fair argument against the expediency of allowing any subscription for shares by private persons, more especially when it is not to be the property of a mere ordinary joint stock company, like the Great Canal of New York. The canal uniting the Gulf of St. Lawrence with the Bay of Fundy, should be a national or public work; and if the British Government should not assume the superintendence and management (which perhaps is not to be expected) it should be under the management of one of the colonies in its vicinity, New Brunswick for instance, within whose boundaries, I believe, its course will wholly lie. It would be a great point gained, if not only His Majesty's Government, but all the colonies in this quarter, could be induced to make liberal appropriations for the construction of this canal, and more particularly if a sufficient sum could thus be provided without the subscription of

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private persons. It is however to be feared that this cannot safely be looked for, because some of the colonies, however well disposed to promote so beneficial a project, may have so many more urgent calls for objects of a similar nature on their resources at home, that they may not find it practicable to contribute the quota they might feel a wish to grant, or in fact any part of it. Such seems to be the state of circumstances in Upper Canada at this moment, which has vast improvements in her internal navigation, either actually or in progress of execution, or under consideration; improvements which it is impossible for one instant to think of postponing for the sake of any external advantage of the same sort, and to complete which is a task of the first necessity, requiring the application of her undivided energies. To her praise it may be added, with respect to her efforts in the cause of improvement within the last few years, that she need not shun a comparison with any other colony or people, when relative resources are taken into account. Such being the fact with regard to the province, might it not be inquired whether a sort of joint-stock company could not be formed by the British Government, Lower Canada, New Brunswick, Prince Edward's Island and Nova Scotia, (on which latter Sir Howard Douglas does not reckon,) and whether the company might not subscribe the required amount of capital to accomplish the object in question, upon the understanding that each party should receive its regular dividend of profit from the tolls (upon there being a surplus beyond the expense of repairs and attendance proportioned to its amount of stock)? Upon such a plan, I really think the five parties, of which the four last mentioned are not embarked in any great project of internal improvement excepting Nova Scotia, might easily provide the sum necessary to construct the canal; and with this advantage, which a connexion with private individuals would deprive, that any disappointment that might occur in the receipt of handsome dividends in the earlier stages would not be a matter of great moment, for Government may in projects of national importance more easily forego immediate profit than individuals. If, however, the five parties referred to should not make up the necessary sum, I would still hope that our Legislature, which has been so much alive to improvements of this nature, would, on examining the subject, evince a disposition to aid the project, notwithstanding the calls upon it at home, by subscribing for a few shares, say to the amount of 8,000*l.* or 10,000*l.*; more than this it would not be reasonable to expect from us, and I even fear it may be thought that our means would forbid the Legislature from going to the extent I have suggested. The great point in making a subscription on the part of Upper Canada would be not so much the actual value of the money appropriated to the prosecution of the enterprise, as the support of the provincial character, and the desire to testify our readiness to go hand in hand with the sister colonies to the utmost of our ability in all schemes which hold out a promise of furthering our common interests, and of linking us in more intimate relations with the glorious empire of which it must ever be our pride, as it is our happiness, to form an integral part.

Kingston, 7 July 1827.

(signed)

John Marsuley.

EXTRACT of a Letter from the Right Honourable the *Earl of Dalhousie*, dated Quebec, 14th May 1827, addressed to Major-general Sir Howard Douglas, Bart.

I HAVE had much satisfaction in the perusal of your proposed application to His Majesty's Government on the subject of the Bay Verte Canal. It would be useless indeed to offer any observations upon it, except such as may express my own individual opinion, which coincides entirely with yours; and I think it sufficient merely to say so.

A communication to establish a coasting trade with these provinces, is to draw forth their natural resources in many ways yet unforeseen, and impossible to foresee; one occupation for the lower orders produces another, creates industry, and multiplies the objects of it, on that view alone of our more immediate intercourse, I think it highly desirable, and deserving the attention of Government, imperial and provincial.

I have retained a copy of your manuscript, and copy of Plan No. 5, with the line level of the canal; the others are not at present wanting, and can be obtained when required.

My dear Sir,

Charlotte Town, 10 June 1827.

I now leave to acknowledge the receipt of your Excellency's private note of the 4th May, together with the paper which accompanied it. I lost no time in conversing with some of our best informed and most influential persons, on the important points on which it treats; there seems but one opinion as to the great advantages which this colony would derive by opening the proposed canal connecting the waters of the Bay of Fundy with those of the Gulf of St. Lawrence. The enclosed letters from Mr. Johnston and Mr. Richard, together with that from Mr. Cameron, a well-informed merchant of Charlotte Town, (containing the information as to the average export price of the articles which would become subjects of the trade from hence in transit through the canal,) speak so much to the purpose, as to leave me nothing to add further than my best wishes for the success of this important undertaking, so ably and patriotically brought forward by your Excellency.

I remain, dear Sir, most faithfully your's,

(signed) J. Ready.

[shall

I shall of course feel most happy for any further information, provided the work goes on; and your Excellency may be assured of my most strenuous exertion to forward this object, whenever called upon, in any way or in any shape.

His Excellency Major-general  
Sir Howard Douglas, Bart.,  
&c. &c. &c.

Major-Gen.  
Sir H. Douglas.

3 February 1830.

My dear Sir,

Charlotte Town, 9th June 1827.

I HAVE perused the communication of Sir Howard Douglas, on the subject of the projected canal from the Bay Verte to the Bay of Fundy, which your Excellency did me the honour to inclose; and I find the advantages to be derived from the opening of that channel of intercourse, both in a commercial and political point of view, so ably and satisfactorily laid down, that there is little left for general observations. The disadvantage which the colonies in and about the Gulf of St. Lawrence labour under, by being excluded for nearly half the year, from participating with their more southern neighbours in the benefit of the markets, which, from their situation, they are enabled to have access at all seasons, is and has been greatly prejudicial to their commercial and agricultural prosperity; but the facilities which the canal in question, if carried into effect, must necessarily afford to the carrying trade of these colonies, by accelerating their communication with the Atlantic, and opening a new market for their surplus produce, will, in a great measure, relieve them from those difficulties which their situation has heretofore subjected them to; for by making St. John the entrepôt for their articles intended for the West India market, the demands there may continue to be supplied at those times when the navigation of the Gulf is closed, and with almost as much advantage as a direct communication could afford. The Orders in Council of the Imperial Government having shut out the American merchant from the West India market, where hitherto the contiguity of the United States, and its great facilities, have rendered it unavailing for the British colonial merchant to attempt a competition, most particularly in bread stuffs, has created a stimulus to the agriculture and fisheries of the North American colonies, which only require the means of being brought into operation, to prove of the highest importance, both to them and our West India possessions; and should Great Britain persevere in her line of policy lately adopted towards the United States, the British merchant would be encouraged to invest his capital in the trade; and I have little doubt, that in a few years, the North American colonies would raise surplus produce adequate to the consumption of the whole of the British West Indies; and it is well known to us all that the greatest part of the fish consumed there is caught upon our own shores; yet with the means in our power of accomplishing this object, the supplies from the Canadas, and this island, the most considerable grain countries, could still only be received at particular seasons, unless there were a practicability of transporting them, during the winter months, and this difficulty would be completely removed by opening a communication between the Gulf of St. Lawrence and the Bay of Fundy, and by warehousing at St. John's those articles which may be required during that period of the year. There is no colony so advantageously situated to avail itself of the benefits of the canal as Prince Edward's Island, from its proximity to the Bay Verte; the voyage may be performed in a few hours. The soil is admitted by everybody to be admirably calculated for the purposes of agriculture, and there is scarcely an acre of land but what is capable of cultivation; so that all that is required to render her a rich and useful colony, is an industrious population, and the means which the canal to the Bay of Fundy would afford of opening a new and extensive market for disposing of her surplus produce. I have inclosed an Abstract of agricultural produce, live stock, &c., exported from the island for the last four years, and although the quantity may not appear large, were a market opened wherein a remunerating price could be afforded to the farmer, there is little doubt that, with our present population, double this quantity might with ease be annually shipped off, and about 1,000 head of horned cattle; for I reckon it as one of the greatest misfortunes to the Prince Edward Island farmer, that he is considerably overstocked, and he would quickly see the advantage of disposing of the surplus part of it, could a fair price be obtained. The principal markets which have hitherto been open to him are, Newfoundland, Halifax and Miramichi; and in all these places the demand is so uncertain, and the prices so fluctuating, that his average net receipts do not exceed 9d. per bushel for potatoes, 1s. 3d. for oats, 4s. 6d. for wheat, and 2s. 6d. for barley, while his cattle produce him from 4l. to 5l. per head; and it not unfrequently happens that they are almost sacrificed for the freight. As the expense of transport through the projected canal cannot at present be ascertained, it would be impossible to form a calculation at what rate these and other general articles of agricultural export may be delivered at St. John, so as to afford the farmer a fair remunerating price; but supposing them to be delivered at the head of the Bay Verte, potatoes may be afforded at 1s. 3d.; wheat 6s.; good oats, 2s. 3d.; barley, 3s. 3d.; and turneps, at 1s. 3d. per bushel; milk cows, from five to 6l.; and oxen, five years old, from 7l. to 8l.; beef, at 3l. and pork, at 3l. 10s. per barrel; the latter could be supplied to the extent of some tons. Trusting that Sir Howard's magnificent project may meet with that consideration from the mother country which its vast importance so eminently entitles it to,

I remain, my dear Sir,

Your Excellency's most obedient humble servant,

(signed)

J. H. Haslewood.

To His Excellency, Col. John Ready,  
Lieut.-governor of Prince Edward's Island,  
&c. &c. &c.

Major-Gen.  
Sir H. Douglas.

3 February 1830.

Sir,

Charlotte Town, 7th June 1827.

I RETURN your Excellency Sir Howard Douglas's paper on the subject of the projected canal for connecting the waters of the Bay of Fundy with those of the Gulf of St. Lawrence. It is undoubtedly a great national undertaking, and must greatly benefit every colony of the Crown, from Demerara to Lake Erie. It is to be hoped that His Majesty's Government will adopt a steady line of policy for the future, respecting the intercourse of the United States with our West India colonies; there has heretofore been so much fluctuation, that persons in trade are as yet timid and dubious. Prince Edward's Island will undoubtedly experience the greatest benefit from this canal, which will open up a very near market for its bulky produce. I do not think, however, that St. John's can become an entrepôt for the island in its dealings with the West Indies, because the navigation of the Gulf, from our eastern ports will always be open at least two months in the year after the canal is formed. It has also been a prevalent opinion here among those whose views extend beyond the present day, that the island, having the advantage of an open navigation till the middle of January, and lying in a direct trade of vessels bound to Canada, would at some period of time become a warehouse for these upper colonies. All this, however, is merely matter of opinion; for, in point of fact, nothing has ever been done in that way yet; I choose however to dissent, not as an opinion of my own, or as having any real weight or bearing on the measure in question, but merely throw it out for Sir Howard Douglas's information, that he may be the better able to deal with it, should such an objection meet him. The advantages which the island would reap from the canal would be direct and immediate, as a market for our surplus produce. I have made inquiries at all the principal exporters of the island produce, what prices wheat, barley, oats and potatoes could be delivered for at the Bay Verte, and I inclose your Excellency a letter from Mr. Ewen Cameron, containing those prices: there were some of the others that varied a little from Mr. Cameron, but these variations were so trifling that they do not appear to me to require notice. I think it highly probable that the Gulf fishery, one of the most valuable in the world, might receive some encouragement by the opening of the canal, by the ready market which St. John's would afford for fish. This valuable branch of industry is now almost exclusively in the hands of the Americans, who find their account in coming all the way from New England to catch fish, which are swarming around our shores. Our population as yet affords no such surplus as would be required to form a body of fishermen, nor would it be wise to withdraw men from the occupation of husbandry, while so much land of the very first quality is still remaining in an uncultivated state. The coast farmers almost all catch as much of herrings and cod-fish as is requisite for their families. I fancy, however, that our traders here will be compelled to engage in the fishing. The lumber trade of the island, at least that of pine lumber, has been some years exhausted, and the building of ships is now nearly at an end, having suffered the common fate of all branches of industry where the production has outstripped the demand, and I cannot myself see any other branch of trade, or any article of export but fish; when that change shall take place, from shipping to fishery, it must be obvious how very beneficial a canal would be, indeed I should not much wonder if the Americans themselves, fishing at the western end of this island, and at Labrador, would find the canal a more convenient course in their homeward voyage than the Gut of Canso, on the north cape of Cape Breton. There is but one opinion here on the subject of the canal, that as far as Prince Edward's Island is concerned, it will be eminently and immediately benefited, and I cannot suffer myself to doubt that the Assembly will be ready, when called upon, to contribute to this great undertaking to the full extent of the means of the colony. Although Sir Howard seems to contemplate contributions only from Canada, New Brunswick, and the island, yet I think the legislature of Nova Scotia ought very properly to be called upon for its aid; surely the whole of what is called the Gulf Shore of Nova Scotia, nearly from Antigonish to the Bay Verte, will be quite as much profited by it as this island. As this great project embraces the interest of all His Majesty's colonies in America, it may be well viewed as a national measure, and entitled to the countenance of the British Parliament, and I trust it will be so considered by His Majesty's Governments of those countries, which will reap the most direct and immediate benefit will impress on the mind of the Secretary for Colonial Affairs the importance of this canal to the best interests of all the American colonies.

I have the honour to be, with much respect, my dear Sir,

Your Excellency's obedient and humble servant,

To His Excellency Lieutenant-governor Ready.

(signed) William Johnston.

Sr. Sr. Sr.

ABSTRACT of AGRICULTURAL PRODUCE, LIVE STOCK, &c. exported from *Prince Edward Island*, in the Years 1823-24-25 and 1826.

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Sir H. Douglas.

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| YEA R.               | Wheat.   | Barley.  | Oats.    | Potatoes. | Turneps. | Horned Cattle. | Sheep or Figs. | Beef.        | Pork.    | Flour.       | Horses.      | Hay. |
|----------------------|----------|----------|----------|-----------|----------|----------------|----------------|--------------|----------|--------------|--------------|------|
|                      | Bushels. | Bushels. | Bushels. | Bushels.  | Bushels. | Head.          | No.            | Barrels.     | Barrels. | No.          | Tons.        |      |
| 1823                 | 4,834    | 5,114    | 16,387   | 83,819    | 690      | 382            | 436            | 150          | 165      | 36           | 100          |      |
| 1824                 | 5,844    | 4,965    | 7,480    | 30,578    | 235      | 320            | 445            | 70           | 160      | 36           | 163          |      |
| 1825                 | —        | 766      | 10,717   | 54,977    | 165      | 279            | 348            | —            | —        | 13           | 57           |      |
| 1826                 | 900      | 2,366    | 15,250   | 90,800    | 590      | 492            | 847            | 95           | —        | 8            | 43           |      |
| Total                | 3,618    | 9,311    | 50,334   | 459,474   | 1,590    | 1,475          | 4,096          | 315          | 325      | 93           | 363          |      |
| Average              | 2,154    | 2,459    | 12,583   | 64,368    | 207      | 368            | 544            | 79           | 81       | 23           | 91           |      |
| Price in the Colony. | 5s. 6d.  | 3s.      | 1s. 9d.  | 1s.       | 1s.      | 5l. to 8l.     | 15s. to 30s.   | 50s. to 70s. | 40s.     | 15l. to 20l. | 50s. to 60s. |      |

Charlotte Town,  
June 9, 1827.

(signed) J. H. Hensland.

Sir,

Charlotte Town, May 1827.

FROM the best consideration I can give the subject you mentioned to me, I think a fair remunerating price to the farmer and owner of a small vessel, on delivering produce at the Bay of Verte, would be as follows:

|               |   |   |                                       |
|---------------|---|---|---------------------------------------|
| Wheat at from | - | - | 6s. 6d. to 7s. per Winchester bushel. |
| Barley        | - | - | 3s. 9d. to 4s. 3d. ditto.             |
| Oats          | - | - | 2s. 3d. to 2s. 9d. ditto.             |
| Potatoes      | - | - | 1s. 6d. to 1s. 9d. ditto.             |
| Or about      | - | - | 4s. 6d. to 5s. per barrel.            |

These prices I have put down at the peace prices, and allowing a moderate freight to the vessel owner for carrying it there, and I do not think the farmers would then have any just cause to find fault therewith, when well paid, especially as wages will doubtless now be much lower than they yet have been. I have purchased these articles at or nearly an average of about 6d. per bushel less than the prices quoted above for all sorts, for the last five years, and suppose 6d. per bushel ought to be amply sufficient for all expenses of shipment and freight, for such a short voyage, particularly as so few farmers here have any land carriage, and are convenient for such shipments. Please excuse this hurried scrawl, and

I remain, Sir, your very obedient servant,

(signed) E. Cameron.

William Johnston, Esq.  
&c. &c. &c.

To His Excellency Major-general Sir Howard Douglas, Bart., Lieutenant-governor of New Brunswick, &c. &c. &c.

May it please your Excellency,

THE expediency of cutting a canal at the head of the Bay of Fundy, to connect its waters with those of the St. Lawrence, becomes annually more apparent, and it is at this time particularly so. After minute investigation, the Chamber are fully convinced that a canal may be cut from the Bay of Fundy to the Bay of Verte, at a comparatively small expense, and though the province may not at present be able to bear that expense, yet the Chamber are of opinion that the funds requisite for the purpose might be obtained from capitalists in England, at a low rate of interest, and they feel assured that the revenue from the canal would in a few years more than meet the interest. Should the above means, (under the guarantee of the province) of raising funds not to be deemed advisable, the Chamber doubt not that His Majesty's Government will lend a helping hand, and that our sister colonies will not be backward in a cause which must conduce to their welfare. From the locality of the shores of this section of the province, and from its climate, facilities are afforded for shipping assorted cargoes for the West Indies, superior to those enjoyed by any other of His Majesty's North American possessions; but these are in a considerable degree cramped

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by the difficulty in communicating with the Canadas, with the fisheries on the Labrador and Newfoundland coasts, and in the Gulf of St. Lawrence. Should a canal be opened across the isthmus, these fisheries would be brought to our own doors; the bread stuffs and lumber of the Canadas be transported by a short and safe conveyance to the ports in the bay, thence to be exported when the inclemency of the season rendered an approach to the shores where the fish, grain and lumber are cured, raised and prepared, absolutely impossible. The results of this measure would be, that our dependence on the United States would be materially lessened, and in the end done away with; an extensive market for our supplies and West India produce would be opened, the continual and injurious drain of specie from hence to the United States checked, a spirit of enterprise and improvement excited in that portion of the country through which the canal would run, and in the agricultural portions of the provinces generally, results the benefit to be derived from which would be incalculable. In addition, it may be considered, that the means of transport this measure would afford, the ease and certainty with which troops, arms, &c. &c. could be conveyed from one extremity of the province to the other, and from one province to another, would in the event of a war strengthen the hands of Government, and by enabling the provinces to act advantageously in support of each other, secure more firmly the integrity of these colonies. The warm interest your Excellency has taken in the prosperity of this province, and the knowledge that you are eminently fitted by education and experience to appreciate properly such an undertaking as that which is now under consideration, have led the Chamber to trust that you will exert your powerful interest towards carrying it into effect; that you will explain in His Majesty's Government that this measure is not an object of individual emolument, but of national importance; that it is not calculated to elevate any portion of these provinces over another; but that it will operate to the advantage of all in more warmly uniting the interests of the sister provinces with our own, in fostering and extending our internal resources, and thus rendering us independent of the supplies we are now compelled to draw from the United States.

Chamber of Commerce,  
St. Andrew's,  
4th October 1828.

I have the honour to be,  
Your Excellency's most obedient and humble servant,  
*John Bouger, Secretary.*

St. John, 14 January 1829.

THE Chamber of Commerce of St. John, in obedience to the commands of his Excellency Sir Howard Douglas, to communicate to him, with other suggestions, their views of the commercial advantage likely to arise out of the establishment of a canal which may connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence, have appointed and instructed us, the subscribers, as a committee of the Chamber, to draw up and by before his Excellency a statement to that effect; in doing which, we beg leave rather to enumerate some essential points, which we conceive to be importantly connected with so great and beneficial a measure, than to undertake a description of all the advantages that may be expected to flow from it, or to offer any distinct opinion upon the means of executing an object that seems deeply connected with the interests of British North America, whether the commercial prosperity or political strength and safety of the country be considered. St. John, from the nature of its situation and trade, will share abundantly in the expected benefits. The prosperity of the interior of New Brunswick, on the River St. John, will always be found to rise in full proportion to the enlargement of the commerce of its port, and through such medium will the heart of the province feel its adequate share in the benefits of this great projected measure. But all settlements at harbours within the influence of the canal, comprising a great number round the extensive coasts of the Bay of Fundy and Gulf of St. Lawrence, will immediately become prosperous, by the facility of communication thus opened to them with Quebec, on the one hand, for a supply of provisions, and with St. John for all other advantages of a superior market. Several hundred coasting and fishing vessels would have a lucrative employment opened to them from newly created sources, the chief of which would be the inexhaustible fisheries of the gulf, the coasts of Labrador and Newfoundland. The fisheries of New Brunswick have greatly languished since 1815, when prices fell from the war rates. Those in the Bay of Fundy are very limited, and the enterprise and capital of St. John have been nearly excluded from a participation in the extensive ones above-named, in consequence of their distance; the passages between St. John and those stations consuming usually seven weeks of the season, whereas the proposed canal would bring them within three days navigation of this place, and cause a complete renovation of the extensive trade of New Brunswick (formerly so happily connected with valuable fisheries), as well as give rise to new branches of commerce, by means of an abundant supply of this important commodity in trade. Nova Scotia would share nobly in these advantages, possessing even a greater number of small harbour settlements and coasting and fishing vessels than New Brunswick. The rich agricultural districts adjacent to many of these harbours would amply partake in the benefits. The general growth of an extensive country, at present covered with numerous but weak and remote settlements, would be rapidly promoted by being thus brought into easy communication with large commercial places. A valuable far trade to this province would be expected to flow through this channel. Such canal would, in connexion with St. John, form a link of communication between the Canadas and the West Indies, highly beneficial. It would greatly alleviate the disadvantage under which the Canada trade is placed, from the interruption of navigation during

during the winter upon the St. Lawrence, and render the recent warehousing privilege granted to St. John an object of general importance; the latter place would be benefited by various commercial advantages, especially by an enlargement of the fur trade with the West Indies, and by a supply of provisions obtained free of duty; whereas an intercourse by trade hitherfore has been next to unknown between Quebec and the Bay of Fundy. It has been estimated that the other North American colonies, together with the West Indies, would require the whole supply of bread provisions that the Canadas can export, and that the existing duties upon foreign grain and flour amount to a premium in those colonies equal to 15 per cent. in favour of Canadian wheat and other grain. The contemplated canal would be most beneficial in promoting these mutual advantages throughout such an extensive colonial interest, and would be particularly beneficial to Canadian vessels, enabling them, while the St. Lawrence is closed, to pursue West India voyages from St. John with cargoes there abundantly obtainable, or which might be brought from Canada and placed in deposit at St. John, returning to Quebec in the spring with the proceeds of several such cargoes. We hope it will be viewed by the mother country as a measure to connect these northern colonies in a manner highly conducive to their strength and safety; and that His Majesty's Ministers may in consequence consider it to be a national object worthy of their support. A recurrence to the events and circumstances of the late war with the United States will show what points of advantage and economy connect themselves with such a means of communication, if rendered large enough for small ships of war and transports. Unless deep enough for vessels to pass through, drawing 10 or 11 feet water, the canal would afford but a small portion of the benefits to commerce which have been contemplated. Should it be practicable to obtain private loans of money in England or from other quarters, for the requisite amount to establish such canal, in such case the undertaking must be managed by a private company; and we deprecate the advantages that might result from the limited views of any association of individuals, we therefore conceive the plan suggested by his Excellency to raise the necessary funds, would be the most advisable to be followed. The commercial advantages to be expected would arise out of a creation of new sources of trade and industry. We are of opinion that such objects should not be discouraged by any early tax upon the transit, or at any rate by anything beyond a trifling duty to defray the current charges of the establishment. The high price of wages in the province may render it expedient to introduce labourers for the work from other countries. After several years' inquiry and examination, the opinion adopted in this place, we believe, by all who are unimpaired by views of private advantage is, that no route into the Bay of Verte (if at all practicable) possesses the advantages that are to be secured by carrying the canal across the narrowest part of the isthmus, which is found between Memramcook and Shediac. In this direction it has been declared by the public agents employed, that a natural ship harbour at each end of the route already exists, and copious head-waters to support the canal also; that besides the distance being less, the ground is solid and easy for the undertaking, none of which facilities, as they report, presented themselves in the Bay of Verte direction. From the entrance to this bay out of the canal, the distance down the length of the bay, and other oblique courses, would carry vessels quite aside of the desired track, and increase the voyage materially to Quebec, Miramichi and the fishing grounds. Great disadvantages are supposed to exist in another line to Shediac by way of Petundine; but the zeal and care with which his Excellency has undertaken the exploration will doubtless guide him effectually in adopting the best route.

The Chamber of Commerce are proud on this occasion to express to his Excellency, Sir Howard Douglas, their gratitude for the interest and zeal with which he appears resolved to carry into effect the noblest views for the benefit of New Brunswick, wherein this city, as its chief commercial metropolis, will largely participate. They admire the clearness of his conception as to the practical effects of those measures which he recommends; are satisfied that the present moment should be embraced to begin their accomplishment; and doubt not that under his most public-spirited and efficient guidance, they will rapidly tend to raise New Brunswick high in the scale of the most valuable possessions of the British Crown.

(signed) William Black.  
Charles Simmonds.  
Z. Wheeler.  
James Ewing.

TO His Excellency Major-general Sir Howard Douglas, Lieutenant-governor and Commander-in-Chief of the Province of New Brunswick.

The Memorial of the Chamber of Commerce of the City of St. John, respectfully represents,

THAT among the various subjects which have lately engaged the deliberations of this body, there is one which, considering it as they do of paramount importance to the interests of this province, they wish to lay before your Excellency for favourable consideration, namely, the uniting of the waters of the Gulf of St. Lawrence with those of the Bay of Fundy, by canal.

Your Memorialists are well aware that the projection of this step towards the public improvement of the country, is a subject with which your Excellency is already acquainted. Four or five years ago the same subject occupied the attention of the public, not only in this province, but also in the provinces of Upper and Lower Canada, and actual surveys were then

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the mode of the different routes held forth as proper channels for the proposed canal; various causes, however, occurring about that time have, together with subsequent events, co-operated to induce a general apathy regarding the carrying of this important measure into effect.

Your Memorialists are still alive to the motives by which they were at the time above referred to, actuated; but in addition to the circumstances which induced those motives, there now exist two additional considerations, which lead them to view every measure which might tend to the improvement of the province in a more important point of light than they have heretofore done, and these are the effects which the late restrictive measures adopted by the United States will have on the trade between the province and the British West India islands, and the probability arising out of the various disputed points between Great Britain and the United States, that the North American colonies may some time or other have to depend on their own resources, not only for a supply of exports, but even for a sufficient supply of the necessities of life.

Your Memorialists beg leave further to represent to your Excellency, that in the event of a war taking place between the parent country and the United States of America, a water communication between the River St. Lawrence and the Bay of Fundy, would become a matter of national importance, inasmuch as it would accelerate the conveying of stores, &c. between the province of Canada and this province, and also the province of Nova Scotia, with more ease and safety than they could at present be conveyed, did such a war exist, and it is on this ground principally that your Memorialists are desirous of obtaining your Excellency's favourable representation of the measure to His Majesty's ministers, the situation of the country at present rendering it totally impracticable for the province (even with the aid of the Canadas) to undertake a work of such magnitude without the assistance of Government.

In addition to this consideration, there are two other leading ones, which induce your Memorialists to believe that the proposed canal would be considered by Government as highly subservient to the interests of this province and to those of the empire generally, namely, the attention which they are happy to observe is now paying by Ministers and Parliament to the subject of the settlement of the British North American colonies by emigration, and the amount of monies which they perceive has been already voted for public improvements in Canada.

In full reliance, therefore, upon a continuance of that zeal and assiduity which have heretofore distinguished your Excellency's administration, whenever the welfare of the province rendered your Excellency's interference beneficial or necessary, the Chamber of Commerce respectfully submit the above statement and solicit your Excellency's direction and advice as to the steps necessary and proper to be by them adopted, in order to obtain the accomplishment of the important object referred to.

And as in duty bound your Memorialists will ever pray.

St. John, 25 April 1827.

Thomas Millidge, Chairman.

House of Assembly, New Brunswick, 8 January 1829.

#### REPORT of Canal Committee.

Your Committee having examined the papers and plans laid before the House by order of his Excellency, the Lieutenant-governor, are of opinion that a good water communication may be made from the Bay of Fundy by way of the Rulac River to the River Tidalish, which discharges into the Bay Verte; and that this, so far as the Committee can judge, is the most practicable route for the contemplated canal between the Bay of Fundy and Gulf of St. Lawrence.

Your Committee are fully convinced of the importance of this measure, not only as a great national undertaking, which would fully deserve the attention of the mother country, but also one which, when accomplished, cannot fail to be highly beneficial to this province, as affording a more safe and easy communication between its different seaports; and also enabling the interchange of commodities between the Canadas and Prince Edward Island, and ports of this province situate on the Bay of Fundy to be made in a much shorter time and at a much less risk than can be now effected.

Your Committee think the advantages which will be derived by our sister colonies from this work are so obvious, that they cannot doubt that large contributions would be made by the Legislatures of the Canadas, Nova Scotia and Prince Edward Island, towards the completion of it; and it appears proper that any measure which it might be deemed advisable to adopt, should be taken in concert with those provinces.

Taking into consideration the yet infant state of this colony, the various and increasing demands made on the revenue for the advancement of learning and education, improvement of the internal communications of the country, encouragement of agriculture and the fisheries, erection of public buildings and other matters which may be deemed of paramount importance; and viewing also the great depression that still exists in the various branches of commerce in which this province was unhappily too deeply engaged to recover from in a very short period, your Committee do not think it would be expedient as yet to commence the great work recommended to their consideration, without large aid from the mother country and the cordial co-operation of the other North American colonies.

Shoold

Should the British Government, for the general benefit of His Majesty's dominions, either in a military or commercial point of view, determine that it ought to be undertaken, your Committee consider it would be the duty of the General Assembly to render every aid in its power, by passing, in conjunction with Nova Scotia, the necessary legislative enactments, and appropriating such sums as might appear to correspond with the peculiar situation and circumstances of this province, viewed relatively with the general object of the measure.

(signed) *R. Parker.* *Colin Campbell.*  
*Thomas Barlow.* *Wm. Crane.*  
*Thos. O. Mills.*

A true Copy of the Report submitted to the House of Assembly.

*C. P. Wetmore, Clerk.*

In the House of Assembly, Nova Scotia, 2 April 1839.

#### REPORT of Committee on Bay Verte Canal.

THE Committee to whom was referred a Message from His Excellency the Lieutenant Governor, submitting a Report of the House of Assembly of New Brunswick, respecting an intended Canal to connect the waters of the Bay of Fundy and the Gulf of St. Lawrence; which Message appears to have been transmitted by Major-general Sir Howard Douglas, with a view of ascertaining whether the Legislature of Nova Scotia would contribute with the North American Colonies towards the Work, have agreed to report as follows:—

THAT the Committee have made every inquiry to gain information on the subject, and find that the line of canal was surveyed in the year 1805 by Mr. Hall, an engineer. The isthmus where this canal may be made is 11 miles and 241 rods, from the Aulse river to the Bay Verte; the natural position favourable to canal operations; the estimated expense 75,000*l.*; of great importance to all these northern colonies, Canada, Nova Scotia and New Brunswick. It would bring all into close connexion; would afford great facility for the interchange of their productions by trade and commerce; would create an easy communication among their inhabitants; from which an intercourse of sentiment, manners and benefits would produce that kind of union which would lead all to act in conjunction, should efforts be made, by war with America or otherwise, to detach them from their allegiance or to make conquests.

The line of country bespeaks so forcibly to His Majesty's Government the advantage of this canal in a military point of view, by connecting these colonies, giving such safe transport for troops and military stores through as it were an inland sea, whereby they would be protected so much from the attacks of the enemy or privateers (so annoying and destructive in the late war), that the Committee think it only requires to bring the subject before them to receive every attention and assistance.

Situate as Nova Scotia is at present, engaged in a canal of an expensive description by the Shubenacadie river and lakes; an heavy and increasing civil list; great demands for a service of all others the most useful and improving—roads and bridges; engaged in a most expensive work on the River Avon; claims daily made for education of the most finished and ordinary description; make it imperative on the Committee to be guarded in making any pledge which would involve the province in the undertaking.

However, should the British Government place herself at the head of the undertaking, the Committee trust that Nova Scotia would contribute, as has ever been her habit, in proportion to the benefit she will derive, with other colonies; and in the prudent exercise of the disposable means she may derive from her limited revenue; or by passing any legislative enactments which may be required.

(signed) *Richard J. Uniacke, Chairman.*  
*Charles R. Fairbanks.*  
*A. Stewart.*

Ordered, That a Committee be appointed to wait on his Excellency the Lieutenant Governor, and present to him a copy of the foregoing Report.

#### REPORT respecting the Bay Verte Canal.

HAVING perused the very full and distinct instructions given by Sir Howard Douglas to the engineer, Mr. Francis Hall, and having for several years previous to his leaving Britain employed Mr. Hall very extensively, I have a perfect confidence that Sir Howard's instructions have been faithfully attended to, and that a judicious selection of the line has been made, surveyed and reported upon.

Under these circumstances I have examined the sections and other documents which have been submitted to me, and have now to state,

That there is no occasion for me to enter upon a description of the very singularly favourable situation in which this proposed Canal is to be placed; because, by Bouchette's map of Lower Canada, it is quite evident that a direct navigable communication between the

Major-Gen.  
Sir H. Douglas,  
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the Bay of Fundy and the Gulf of St. Lawrence would be an important acquisition, whether viewed as a public or private object; but as the entering into any details respecting this part of the subject does not seem to fall within the province of a civil engineer, I shall therefore confine my observations to what relates to the practicability, dimensions and expense of the proposed canal.

From the engineer's description of the ground which the canal will pass over between the two tideways, there seems no serious obstacle to be encountered; and the whole approaches so near to a level, that I advise to adopt the highest spring-tide in Cumberland Basin, as the top water of the canal, and continue it upon that level to lock No. 3, in Mr. Hall's section; by so doing, one whole lock, and the half of another, will be saved; the omission of these would greatly facilitate the navigation, and afford a greater opportunity of acquiring the use of the water of the adjacent districts. This will occasion extra cutting in some parts of the line; but this additional expense will be balanced by the saving in locks, more especially as a great proportion of the track appears to be upon low ground.

In regard to the dimensions of this artificial canal, it is desirable to have a depth of water to admit trading vessels, drawing 13 feet, to pass freely, and this requires 14 feet in the canal. The use of steam-boats being now generally introduced in America, if this canal was completed ready access would thereby be opened, not only with Quebec and Montreal, but also with the upper lakes to a boundless extent. To accommodate steam-boat navigation, locks of great length and breadth are required; in the present instance I advise that they be made 150 feet in length, and 40 feet in breadth; but this size being only required for steam-boats, I have, in order to save water and time in working them for sailing vessels, divided each lock into two parts, by means of a third pair of gates in the middle of its length. This arrangement should also be extended to the canal, making it, in low flat ground (which is much the greatest portion of the distance) sufficiently wide to admit of two steamers passing each other; this requires that the canal be made 45 feet wide at the bottom, and 55 feet at the top-water level. In the portions of the canal which is in deep cutting, it may be made 30 feet wide at the bottom, and 35 feet at the water surface; this will only admit of one steam-boat passing at a time, but will be wide enough for most trading vessels to pass each other.

Under these circumstances, I have measured and calculated the necessary excavation, and likewise the four locks with their working machinery, &c., and find that the expense of these and other works will be as follows:

## ESTIMATE.

|                                                                                            | £.        | s. | d. |
|--------------------------------------------------------------------------------------------|-----------|----|----|
| Earth work on the whole line, including excavating the lock-pits - -                       | 83,630    | 15 | 6  |
| Four locks, viz. two sea locks and two inland, with their working machinery, &c. - - - - - | 42,000    | -  | -  |
| Three stopgates - - - - -                                                                  | 6,000     | -  | -  |
| Eight drawbridges - - - - -                                                                | 5,600     | -  | -  |
| Culverts - - - - -                                                                         | 1,295     | 10 | -  |
| Making a reservoir - - - - -                                                               | 1,300     | -  | -  |
| Waste weir at the Tignish river - - - - -                                                  | 2,000     | -  | -  |
| Ten per cent. contingencies - - - - -                                                      | 14,175    | -  | -  |
|                                                                                            | £ 155,898 | 5  | 5  |

In making the calculations I have already stated, that the top-water line is taken at the level of highest spring-tides, in Cumberland Basin, thereby saving six feet of lockage at each end of the present summit, and preserving one level along the whole canal.

It is proper to add, that by lowering Mr. Hall's summit only three feet, and adding three feet to the height of the locks at each extremity, that much cutting may be avoided; but this depends upon the nature of the surface of the adjacent country, for by so doing three feet of fall would be lost, as regards the command of water, it is therefore a point which can only be determined after a careful re-survey. And although by adopting this last-mentioned mode, a considerable saving of expense might be effected, I still prefer keeping the top-water of the canal on a level with spring-tides in Cumberland Bay, as thereby any deficiency of water in it may be supplied every high spring-tide, and 12 feet of lockage will be saved.

Thomas Telford.

To Major-general Sir Howard Douglas, Bart.,  
Lieutenant Governor of New Brunswick,  
&c. &c. &c.

## MEMORANDUM respecting the Bay Verte Canal.

THIS canal, intended to connect the waters of the Bay of Fundy with those of the Gulf of St. Lawrence, deserves, in the present situation of the northern colonies, the particular attention of His Majesty's Government.

For

For the purpose of mutual trade and intercourse with each other, it is highly important to all of them, but especially to the Canadas, by the facilities it will afford, for placing their productions in dépôt for the supply of the West Indies at the lower ports. As a defensive measure, particularly if steam communication be extensively introduced, no undertaking can prove more effectual.

The expense of constructing this canal of dimensions adapted to large steam trading ships, and the largest class of steam vessels, Mr. Telford estimates at 125,000 *l.* nearly, the depth 14 feet; taking however into consideration the difference of money, the exchange, &c., 140,000 *l.* sterling may be safely adopted as the outside limit.

To add this to the large expenditures now making for the defence of the colonies, &c. will hardly be advisable, it is therefore only by a private company that the work can be undertaken.

To form such a company under the expectation of the canal revenue being great, is impossible; yet with a guarantee for the due payment of a reasonable interest, subscribers will be immediately found willing to advance the whole amount, without expecting repayment of the principal.

This plan, therefore, offers the only means of raising the necessary funds; but if the guarantee proceed from the provinces, it will be required to the extent of five per cent. per annum, or 7,000 *l.* a year, because their ability and resources are far from being generally known, and the security would be distant.

Yet, although this sum is not beyond the means of Nova Scotia and New Brunswick, still, with their actual and expected burthens, and under the belief that this canal is of general, rather than individual importance, they would hesitate to pledge themselves for more than their proportion. The other colonies might object to any contribution whatever; and perhaps would limit their amounts so far as not to make the whole a satisfactory guarantee.

Here His Majesty's Government may render effectual aid; by obtaining from Parliament authority to enter into a guarantee for the interest of the sums subscribed for this purpose, the amount would be instantly raised at 3½ per cent., or 4,500 *l.* per annum; thus saving to the provinces collectively, 2,500 *l.* per annum.

This might be met by a contribution from New Brunswick, Nova Scotia and Prince Edward's island, of 2,250 *l.*, 2,000 *l.*, and 650 *l.* respectively. The English landholders in the island, would find the value of their property doubled by the effect of the canal, and are therefore directly interested in urging for such an appropriation.

But if this contribution be not attainable, there is another fund from which the advances of Government might be repaid. The old Crown duties, imposed by 4 Geo. 3, c. 15, are still levied, and produce in Nova Scotia above 2,000 *l.* per annum, in New Brunswick and Prince Edward's Island about 1,500 *l.* perhaps; assume the whole at 3,500 *l.*

These duties are by the Act directed to be applied to the defence and maintenance of the civil establishment in the respective colonies; and being granted before 18 Geo. 3, are at the disposition of Government. No one will dispute the propriety of appropriating them to an object by which every colony must stand so much better protected than it could be by a much larger sum devoted to fortifications; at all events this application will be a favourite one, if sanctioned by Parliament.

Allowing three years for completing the work, and seven more before its net proceeds will be equivalent to the interest, the payments under the guarantee might stand as follows:

|                                            | £.      | £.        |
|--------------------------------------------|---------|-----------|
| End of 1831, one year's interest on        | 40,000  | 1,400     |
| 1832 - - ditto - - on                      | 100,000 | 3,500     |
| 1833 - - ditto - - on                      | 140,000 | 4,900     |
| 1840 seven years ditto on                  | 140,000 | 34,300    |
|                                            |         | £. 44,100 |
| Less, ten years receipt of 3,500 <i>l.</i> |         | 35,000    |
| Loss to Government at end of 10 years      |         | £. 9,100  |

In three years more therefore the Government will have the whole amount refunded, even if no profits are realized for 10 years, and if the Crown duty fund remain stationary, at its present annual produce.

There are advantages in preparing at the present time for this great undertaking, that deserve notice. The rate of interest is very low; persons are found willing to engage in such a measure; the colonies require the benefits the expenditure alone of such a sum would confer, and the West India colonies may fairly claim some immediate measure for ensuring to them, as this navigation will do, those supplies which the northern colonies are entirely adequate to furnish, if their natural advantages be fairly brought into operation.

The introduction at the coming session of a Bill to enable His Majesty's Government to make such arrangements as might appear proper for effecting the formation of such a company would prevent delay, and render the opening of this canal co-temporaneous with the completion of those other great works that are now actively prosecuted in these colonies.

Upon this it has been observed, by a gentleman of much ability and intelligence, and who is largely interested in the West India trade, and extremely desirous that this great work should be undertaken, that if the colonies are to come forward with a guarantee for the interest, it would be more for their advantage and interest, to do it with the Government, who

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Sir H. Douglas.

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who at present raise money on Exchequer bills at 45 s. 7 *qd.* per annum, and who, if offered a guarantee for the interest and a reasonable sinking fund, cannot refuse to interpose their credit for so small a sum.

If the Commissioners consider this a work that ought to be undertaken, and that the project comes within the objects and duties of the Board (and it certainly is materially connected with the questions of steam navigation to the colonies, and the improvement of their communications with each other) it seems to be desirable that in communicating the measure the financial means of execution should likewise be suggested, and for this purpose the accompanying is put forward.

H. Douglas.

Thursday, 30 July 1829.

The Right Hon. *Maurice Fitzgerald*, Knight of Kerry, having been sworn, was Examined, as follows :

Right Hon.  
*Maurice Fitzgerald*.

30 July 1829.

THE Commissioners have reason to suppose that you have turned your attention a good deal to the subject of the communications between Great Britain and Ireland and the Foreign Colonies and Possessions?—I have.

Will you be kind enough to state what induced you to turn your attention to this subject?—It had occurred to me that steam navigation might be made applicable to a communication between the west of Ireland and New York; and I was led to institute inquiries as to its practicability, by reference to the best authorities, and especially to Americans, who had at that period done more in steam navigation than had been attempted in these countries: the period to which I allude was about the year 1824. I saw several Americans who were acquainted with the state of steam navigation in America, and who all concurred that it might be made applicable to the passage of the ocean. Amongst the rest, Mr. Rush, the American minister: he had no doubts upon the subject, and considered the case of the Robert Fulton, American steam vessel, which had passed for some years between New York and the Havannah and New Orleans, as having a worse passage than the passage of the ocean between New York and Ireland.

Do you happen to know the length of that passage?—To the best of my recollection, the average passage from New York to the Havannah was 15 days; of course the passage back would be quicker, from the benefit of the Gulf Stream. He considered, and so did all the other Americans to whom I referred, that a coasting navigation was much more dangerous than that across the open ocean (and that line may be considered in a great degree coasting). They spoke especially of the great danger off Cape Hatteras, where a very dangerous sea breaks.

What was the nature of the information you obtained as the result of those inquiries?—After having directed my own attention to it for some time, I was induced, in the year 1825, by the advice of some very able persons, to bring the subject before the public, and a meeting was held in London for the purpose of proposing the formation of a joint-stock company to make the experiment and establish such a communication. In arranging the plan, I consulted the best authorities, scientific and professional, before I ventured to make the proposal. Just about that period, the *Enterprise* steamer was starting for the East Indies, and her progress was calculated to encourage the speculation for America; several practical and scientific persons were concerned in that vessel, amongst the rest, Mr. Maudslay, the engineer. The persons who had concurred in our plan took into the most deliberate consideration the objections that were started to its practicability; and with the aid of the best authorities we could refer to, we came to a conviction that those objections might be all overcome.

Are you speaking now of a plan generally for crossing the ocean by steam, or for crossing it from any particular point?—Generally for crossing the ocean by steam. Steam navigation across the Channel was becoming at that time practised, and the minds of scientific men were led gradually to contemplate a great extension of steam navigation. Several naval men who had originally considered its application to extended sea passages impracticable, had changed their opinions. Such conversions tended very much to increase my own confidence. One of those to whom I refer is Captain Skinner; he had been totally incredulous, and subsequently became one of the most sanguine supporters of the practicability of steam navigation, even

even under the worst circumstances. Two distinguished admirals were engaged with us in the enterprise, Sir Pulteney Malcolm and Sir Henry Blackwood, and both with the most perfect confidence of the practicability of the plan. There was also Captain Beaufort, of the Navy, a very scientific and able man, at present hydrographer to the Admiralty. Amongst the authorities I received from America was that of Mr. Cadwallader De Colden, a senator in the United States, who had himself formed the purpose of sending a steam-vessel across the ocean two years preceding.

Were any steps taken, by calculations or otherwise, with a view to ascertain the practicability of the plan?—We had prepared estimates and plans, which were referred to authorities in London, Bristol and Glasgow. The size of a suitable steamer was estimated with reference to the quantity of fuel that would be necessary for a passage to New York from the west of Ireland, and the power of engines calculated, and the probable returns of profit from such an undertaking.

From what sources was the profit expected?—In the estimates which were drawn up in London by a very able commercial gentleman, and were submitted to a committee of merchants at Bristol, the only profits calculated were from passengers; and the charges of passage had reference to the existing charges in sailing-packets between Liverpool and New York, making allowance for the expense of travelling across Ireland; and those returns were considered quite sufficient to justify an outlay of capital.

Did you also calculate upon carrying the mails?—We did not in the first instance reckon upon mails as a necessary consequence of such an establishment; we considered it rather as a probable contingency. That may be in some degree accounted for by our first purpose having been to communicate with New York. It was some time before the question occurred as affecting the interests of our colonies. Our earliest proceedings had reference to a direct communication with New York, and accordingly we principally consulted with United States persons. The Americans entered into the subject with avidity. They held out expectation of co-operation and support at New York, and almost every American with whom I conversed (and they are the majority of the persons who cross the ocean,) expressed their wishes to avail themselves of such a passage, considering that the greater part of the delay and almost all the danger of the passage was between the west of Ireland and Liverpool.

At the time you are speaking of, had you reason to become acquainted with the existing establishments for the Post-office communications between Great Britain and Ireland and the colonies?—In the course of our investigation I found that the British colonies were dependent on the United States for almost the entire of their communication, whether of passage or of letters; and on pursuing the subject, I was surprised at the very insufficient manner in which the Post-office communications with our own colonies were conducted. Down to a late period, incredible as it may appear, the mail was conveyed to Nova Scotia by the West Indies.

Were you in the way at that time of hearing complaints, on the part of merchants and others, of the established Post-office communications?—All the colonists and merchants trading to the colonies were loud in their complaints on the subject, and especially persons holding high official situations in those colonies expressed their regret at the unsatisfactory state of the communication, and the sort of dependence on a foreign state in which they were placed in their official intercourse on most important subjects. All parties expressed their anxious wish that such a plan as we proposed for improving the intercourse could be carried into effect. I accordingly laid some statements before the heads of the different departments at home, which obtained their attention to the subject.

Was the Post-office one of those departments?—It was long subsequently that I made any communication to the Post-office department. The first office I referred to was the Duke of York's. I presented a short statement to his Royal Highness, setting forth the advantage that would accrue to the military communications by placing them upon the footing of steam navigation, and explained the purpose of the company that was then forming. His Royal Highness directed an official letter to be communicated to me, acknowledging his sense of the great benefits that would be derived to the military communication from such an establishment, and his disposition to promote it. The next department I addressed was the Ordnance. The Duke of Wellington was at the head of the department. His Grace took the subject into consideration, and expressed his conviction of the great public utility, of such an establishment if it

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*Murke Fitzgerald.*

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could be formed. I referred the subject to several of the other cabinet ministers, as Lord Liverpool, Lord Harrowby, Mr. Canning and Mr. Peel, who all concurred in the public advantages likely to arise from such a communication as was proposed. Lord Liverpool said to Mr. Macgillivray and myself, that whoever might before have doubted steam navigation, after what was then known, such doubt could no longer exist, and that "sooner or later that western harbour must be the point of departure." The Duke of Wellington was pleased, on public grounds, to endeavour to obtain a Royal charter for the proposed company; and on his Grace's recommendation an Act of Parliament, with the consent of the Government, was obtained, granting a limited responsibility and other powers to the proposed company.

Had you any communication with the Post-office on the subject?—The statements submitted to the departments I have alluded to, principally related to the military and political connexion with the colonies, and the extraordinary state of dependence in which they were suffered to remain upon New York. From the time that we showed a disposition to combine in the plan a direct connexion with our colonies, the subjects of the United States, who had before encouraged the plan, withdrew from all communication; and in the progress of the case, I found that New York and Liverpool adopted a strong prejudice against the plan, and endeavoured to counteract it. This circumstance induced me to consider that the results were likely to be much more important to our colonies than I at first contemplated. We found that almost all the communication between this country and America was by New York vessels, manned by United States seamen; that the general feeling of Liverpool completely coincided with that of New York on the subject; and the emphatic expression of a very able New York merchant was, that "New York was Liverpool, and Liverpool was New York." Some of the colonial authorities, who were at home at the time, gave us considerable light upon this subject, and we were informed that the most rapid official communication, whether political or other, even with our own governments, was carried on through New York. Having lost the co-operation of New York, it was satisfactory to find that some other parts of the United States were ready to meet and assist in the purpose. We received notice that a company was formed at Boston, for the purpose of establishing a line of steam-vessels to meet ours when we should reach Halifax. At a subsequent period I made a communication to Sir Francis Freeling, but I received no encouragement to expect any aid from the Post-office.

Was there any proposition that they should lend their co-operation?—No, there was no direct proposition of that kind; I wanted rather a general opinion of the Post-office upon its utility. The farther our inquiries were carried, the more we became convinced, not merely of the practicability, but of the great advantages of the scheme, of its national and colonial importance, and that it must necessarily command, not only a great return in profit, but the support of the Government upon public grounds.

What steps were taken practically to carry this project into execution?—A company was formed; they purchased a vessel, and contracted for another then building at Glasgow. From an oversight in their Act of Parliament, the directors could not register their vessels, and were involved in law expenses and engagements before they were competent to make contracts. Frauds were practised upon the company, which disgusted some of the directors to such a degree, that they resolved to release such shareholders as chose to withdraw. A second Act of Parliament was obtained for that purpose, as well as for rendering the powers of the directors fully efficient for registry and all other purposes; but so much capital was withdrawn, that it was considered unreasonable to call upon the remaining subscribers to pay up their instalments to an amount sufficient to carry their plan into execution, and it has accordingly remained since in a state of abeyance.

Did the abandonment of the project, at the time you mention, arise from any difficulties of carrying the scheme into effect, with a view to the principal object, namely, crossing the ocean?—On the contrary we are more and more convinced of the practicability and the advantages of such an undertaking. One of the most experienced engineers (and perhaps the most conversant with steam navigation of any in the kingdom), Mr. David Napier, of Glasgow, has expressed his confidence in the profit of such an undertaking, and his readiness to encounter, at any time, one-sixth part of the whole expense of a vessel suited to the experiment.

Will you have the goodness to state the particulars of the plan which was in contemplation for crossing the ocean, by means of steam; as to the size of the vessels, and

and the supply of fuel, &c.?—It was considered that whatever may be the power of steam, it must remain desirable, in so extensive a navigation, to abridge as much as possible the transit, and if practicable, to divide the passage by intermediate depôts for fuel. With those views, the harbour of Valentia, in Ireland, was selected on the joint ground of its being the most westerly harbour, and one in other respects suitable.

What saving would have been effected by making the departure from Valentia instead of from Liverpool?—I should suppose that the saving, by starting from Valentia, as compared with Liverpool, would be from 400 to 500 miles. The difference between Halifax and New York is about 400, and perhaps the distance between Halifax and Valentia is as much as could be well contemplated by the use of any vessel of reasonable dimensions, say 600 or 700 tons, carrying the necessary fuel.

Are there any means of forming a depôt between Valentia and Halifax?—Upon full inquiry, we have ascertained that for the summer voyage it would be very desirable to have a depôt of coals at St. John's, in Newfoundland.

Is that in the track?—That is in the direct track.

Would the difference between the distance from Valentia, as compared with Liverpool, be 600 miles either for steam or a sailing vessel?—The difference would be greater with a sailing vessel. I should assume the average of sailing to make a difference of at least 1,000 miles.

Would a difference to the extent you have stated appear upon the calculation of the direct nautical distance between Liverpool and Valentia?—I should think so. Valentia is a saving of 300 miles, as compared with Falmouth. I would observe that within the parallel of the longitude of Valentia the principal dangers and delays occur. The Americans accustomed to the passage, generally assured me that when they have reached the longitude of the Skelligs, on the outward voyage, they considered nearly half their passage and all the dangers as passed. The dangers of the Channel may be, perhaps, best understood from the statement made at a public meeting at Liverpool, (in contemplation of effecting a canal navigation across Ireland, to escape the dangers of the Channel navigation), where it was stated that the average losses within the Channel amounted to 340,000 *l.* annually. In comparing the points of departure, it appeared to us that it was palpably desirable to place the lines of communication for mails as far as possible on that certainty which can be afforded by mail-coaches, and those short passages between England and Ireland, which are now made almost with the precision of mail-coaches.

In the ordinary voyage from Halifax to Liverpool, are you aware how near vessels approach to Valentia?—In their ordinary course they would pass within 30 miles; but it is very much the practice now to make the Skellig Light, nine miles to the south-west of Valentia.

Can you state the saving there would be of distance to a person going from Liverpool to Valentia, to embark thence instead of embarking at once from Liverpool to sail the whole distance, and what would be the saving in the sea voyage?—The difference between travelling across Ireland, compared to coasting to the same parallel from Liverpool, would be about 100 miles; the difference of sea passage to Halifax from Liverpool or Valentia would be between 400 and 500 statute miles of the worst part of the whole navigation.

Having stated that the size of the vessel intended for the proposed passage was about 700 tons, for how many days steaming would she be capable of carrying fuel?—About 30 days.

What power were her engines to be?—Two, of 100-horse power each.

What quantity of coals should you think it necessary to carry?—Three hundred tons.

Upon what length of passage did you calculate from Valentia to Halifax and back?—Fourteen days out and about 11 home.

From whence did you propose to obtain your supply of coals at Valentia?—Scotch coal could be deposited at Valentia on very reasonable terms, which is considered the best for steam, and coal could be still more cheaply provided at Halifax, from Sidney and Pictou, in Nova Scotia, where there is excellent coal for that purpose.

Should you propose to touch at any intermediate place, for the purpose of taking in coal?—We conceive that with a view to lightening the vessel as much as possible on her passage, a depôt should be placed at St. John's, which can be approached with perfect safety during seven months of the year; and that for the winter

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months it would be desirable to touch at the Azores with the same object, of lightening the vessel.

In calculating the time that would be necessary for performing the voyage, have you reckoned for touching at those places?—Yes.

How much coal should you require upon the average to carry you to St. John's?—I should suppose about 200 tons, because in all cases of such importance, you would take sufficient fuel to steam with full power against constant adverse weather. Considerable saving would of course be made of fuel on the return passage, from the prevalence of westerly winds. In comparing the purpose of steaming, either from Liverpool or Valentia, it was obvious that either the difference in the quantity of fuel would require a considerable enlargement of the vessel, or that they must necessarily stop at some southern or western point of Ireland for fuel, which would occasion a delay in their navigation.

What would be the length of the passage to St. John's?—Between eight and nine days out, and between seven and eight days home.

What are the grounds upon which you would fix upon the western coast of Ireland as a point of departure for the American mails, in preference to any port in the Channel?—The western harbour in question is, generally speaking, in a direct line from the principal commercial cities of England to Halifax or New York; therefore, a letter proceeding by mail in that direction, would be advancing on its proper line of destination; whereas, in order to depart from any Channel port, as Falmouth or Liverpool, a letter from any other town must, more or less, deviate from its proper line, and in many cases it must retrograde. For instance, a letter from Bristol or from London, or from Glasgow or from Belfast, is going greatly out of its line, if it is to embark at Liverpool. The case is more absurd, if letters are also to pass through London, by a greater deviation, before they proceed to their point of departure; the consequence of which is, that His Majesty's mail despatched from Falmouth, has very little of the correspondence that passes between England and America, excepting duplicate commercial letters; but all the main correspondence is carried on by vessels sailing from Liverpool to New York, as before described. This correspondence nearly altogether escapes contribution towards the inland postage of this country; and as by the combination of commerce and passage from Liverpool, the American vessels being of a very fine order and excellent sailers, command a decided preference over the Government packets. It will be impossible, whilst Falmouth continues to be the point of departure, ever to obtain to His Majesty's mails the benefit of conveying letters or passengers in competition with Liverpool; but by selecting a point of departure which would necessarily command a more rapid communication than can possibly take place from Liverpool, the commercial interest of parties will induce them to give a preference to the King's mail; and if that point of departure shall be at the western extremity of the kingdom, the longest line of inland postage will be generally obtained to the Post-office revenue. All other commercial towns are perfectly aware of the great advantage which Liverpool has over them, in monopolizing, as it were, the conveyance of commercial letters; the earliest and the latest communications are by that means made to and from Liverpool, and the correspondence of other cities is comparatively later and more circuitous; whereas, by an impartial selection of a more convenient point, the correspondence with all the commercial towns in the kingdom would be carried on independently, on their proper lines of communication. For instance, a letter from Glasgow or from Belfast, or from Bristol or from London, would proceed on the shortest possible line that the nature of the case admits of from those towns towards Halifax or New York; and in the return of communication, commercial letters would be in each case distributed impartially by the most direct route from the point of landing to those commercial cities. As far as American correspondence is concerned, the foreign Post-office of England may now be considered as situated in New York; and that the Post-office can never enter into competition with America, until they create a superior mode of communication, of which the commercial world will be glad to avail itself, and in which each town will have the benefit in proportion to its natural pretensions or position. As long as Liverpool is the point of departure, combining commerce with passage, the Liverpool and New York vessel will take away the correspondence from the Post-office, and no harbour within the Channel will ever successfully compete with Liverpool.

Have you ever considered the objection that might be suggested on account of the removal of the point of departure to a greater distance from the seat of government

Right Hon.  
*Marine Fitzgerald.*  
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ment, with reference to political communications?—I have; but I do not conceive that any inconvenience would arise when the regular days of departure of mails are already known, because Government may issue directions beforehand to delay the mail, should occasion require it, as is now done at Falmouth; besides, extra packets may be provided. Moreover, those sudden changes which may arise in political correspondence with foreign states, can seldom occur in the communications with the governors of our American colonies. I do not conceive that any such inconvenience could over-balance the other general advantages of such a point of departure.

Have any calculations been made with a view to show the distances of the different routes that are taken between England and America, and the saving that will be produced by the communication you propose?—A very accurate calculation has been made of the comparative distances from different points, which I will leave with the Commissioners.

*[The same was delivered in.]*

By whom were these calculations made?—By Mr. Nimmo.

What is your view of the comparative merits of Cork and Valentia, as points of departure?—The admirals and the other naval persons who were concerned originally in our undertaking, not wishing to depend upon their own authority, however sanguine, consulted that which they thought the best practical naval opinion, namely, Commissioner Bowen, who had been at the head of the transport service for 20 years. He stated that he had been captain of the fleet in Admiral Christian's expedition, and that the delay of the fleet at Cork was of five months duration, of which about two months might be accounted for by waiting for an ammunition vessel from the Thames, but the remaining three months were attributable to the difficulty of getting to the westward from Cork, on account of the prevalence of westerly winds. On his being asked the question generally, as to the expediency of embarking from a western harbour or from Cork, or any other port within the Channel, he said that he thought "no man in his senses could doubt it." A curious illustration of the difficulties of getting to the westward from Cork, which may be considered the most favourable harbour of departure on the eastern side of Ireland, was given by an officer of considerable experience, and now on the public service in Ireland; he commanded a small vessel of war belonging to the Cork squadron. In consequence of information that a smuggler was to land on the western coast, he was ordered to cruise off the Skellig to intercept her. He sailed from Cork, but was brought up six different times at Crookhaven, and being extremely anxious to reach the ground upon which he was to cruise, he at last determined to sail round the North of Ireland; and he did so, and reached the Skellig in a very few days.

Contemplating steam vessels, would the same objections lie against Cork?—Of course not in the same degree; but I conceive that sailing round the south-western coast of Ireland is extremely dangerous, with a very bad coast and an extremely rough sea. In steam navigation, as well as other, it is very desirable to avoid coast navigation as much as possible, and especially the currents which bear upon that coast, and which have been the source of destruction to a great quantity of shipping.

Are there not superior facilities at Cork, in consequence of a harbour already existing there and a Post-office establishment?—I consider that the harbour at Valentia is superior for steam navigation to the harbour at Cork, by position and by nature; but as that is a professional question, I should rather that a professional opinion should be taken upon it.

If Valentia were adopted as a station for this purpose, should you contemplate any expenditure of public money?—None whatever connected with the harbour: you would have to build a post-office, as you must in any other new position. In the prospects before us, in which steam vessels are likely in a future war to abound in the Channel, it would be judicious to make your station for foreign mails at a point quite out of the cruising ground or reach of the enemy. From Portsmouth, Plymouth or Falmouth your mails would for a great extent of their course be exposed to the enemy's steam cruisers in time of war; and the same thing is applicable, though not in the same degree, to Cork or to any other harbour within the narrow seas; but it is impossible, if you take a perfectly western harbour on the Atlantic, that the enemy can cruise off that without exposing himself to be taken.

Did the company you have mentioned confine their views to a communication  
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with America?—Yes; we at one time thought of the West Indies, but the West India merchants, for very good reasons, were not disposed to encourage it; they convey passengers in their own vessels, and they derive considerable advantages from it.

Would not all the advantages you ascribe to Valentia be equally in favour of a communication with Lisbon?—I think so, because the difficulty in all those seas is the south-westerly winds, which affect the harbours in proportion as they lie to the eastward.

And you would in a great degree escape the Bay of Biscay. Would not these observations equally apply to all the communications with the Mediterranean?—When we talked of embarking troops, the highest military authorities admitted that the reasonings which applied to North America applied also to all communications to the southward.

Are you aware whether there exist any means by which the experiment could be tried?—I have stated the difficulties that as a company we found ourselves in, and the impossibility of our calling upon our subscribers for funds sufficient to make the experiment. One point of difficulty that I have latterly had is from an impression that if a private company were to undertake the thing, and to incur considerable outlay in carrying it into effect, it might ultimately turn out that it would be the interest of Government to effect it by an establishment, in which case we should lose the benefit of our outlay. In the vessels established, at great expense, between Liverpool and Dublin, very much with a view to the conveyance of mails, the Government superseded them, and have deprived the parties of a great share of the benefit they contemplated; they have put upon those lines vessels of a superior class, that run away with the passengers as well as the mail-bags; the same thing might happen to us. I thought it my duty to bring this subject before the Colonial Department in the course of last autumn, and I have pressed what may not be immediately in the object of your inquiries, but I think would be fairly comprehended in the large views you are likely to take of them, that in considering whether this should be done by establishment, and in calculating the expense it would cost to create that establishment, it would be a partial view of it entirely to regard it as relates to Post-office communication, because it is quite practicable, if packets of a proper sort are adopted between the west of Ireland and your colonies, that a very great saving to the Government may be wrought in the conveyance of troops and stores, and therefore the main question is, what, upon the whole, would be the expenditure, and what, upon the whole, would be the saving, not in a Post-office, but in a Government point of view. I have reason to say, on the best authority, that it is extremely desirable to put the communication as to troops upon that sort of regulated footing that would enable them, not only to send troops in the shortest possible time, but to have the means of conveyance frequent and periodical. In stating the points of communication, it is obvious that if St. John's, Newfoundland, be a dépôt, the Newfoundland mail would be conveyed in the most convenient manner, in the same way that in passing Cape Breton, that mail may be so conveyed; and the communication with Quebec may be put upon the best practicable footing by a branch steamer from Halifax. Such steamer would distribute mails at Miramichi, at Gaspé, at Prince Edward's Island, and at various other points, on its way, where there is a great deal of rising commercial enterprise. But on this subject it would be better to refer to the best colonial authorities, several of whom are now at home. The legislatures of Canada and Nova Scotia view this project as of such importance, that they have made grants, in the contemplation of our establishment, for the purpose of forming a branch line of steam vessels between Halifax and Quebec. The greatest anxiety is felt in all the colonies in favour of some such establishment, whether by Government or by a company.

Are there any other advantages which in your opinion would arise from making Valentia an American packet station?—I consider that by a due selection of the best western harbour you will command the commercial correspondence of the continent of Europe. At present there are various lines of communication, especially from Havre and another from Bourdeaux; but if you create a steam navigation, which, for passage or for letters, must be the most rapid, then it will attract to it all the continental correspondence of Europe with America, as well as all your own domestic communication, because the same principle of rapid correspondence applies to the interest of all parties engaged in commerce in all parts of the world. The Swedish ambassador told me, in the year 1826, that the proposed communication from the west of Ireland had created a great interest in the north

of

of Europe, and that persons who had business with America contemplated crossing from Hamburgh to Hull, and by Liverpool to Dublin and Valencia, as a new and decided convenience, of which they should all avail themselves, keeping the land as far as possible.

What degree of sanction on the part of Government, in your opinion, would be sufficient to set private enterprise afloat?—I am very little competent to answer that question, because it relates to the speculations of capitalists; but I have heard that a contract from Government for a certain number of years, for the conveyance of mails and troops, would be a sufficient security to encourage the application of capital to an establishment.

What establishment of vessels would you contemplate?—For the Halifax station three vessels of the first class would be indispensable, of 650 tons, at 25,000 *l.* each.

You have stated that the company of which you have spoken had prepared a vessel for that purpose; what was the description of that vessel?—A very fine vessel, the *Calpé*, built at Dover, with engines by Maudslay, registered 439 tons, and a very fine sailing vessel. In the difficulties of the company we sold her to the Dutch government at a very under rate, and they have since made an experiment with her from Helvoetsluis to Surinam. According to the report of Captain Twent, a comptroller of the Dutch navy, she made her passage with perfect safety. She was 29 days on her outward voyage, during which she employed steam only about 12 days. She was five days from Curaçoa to Surinam, and 26  $\frac{1}{2}$  days from that place to Helvoet, in which passage she steamed about 23 days. The speed was nine knots an hour by steam, and never more than one additional by sails. The engines stood very well, and without accident of any kind. The consumption of coals throughout was 7 lbs. per horse-power an hour.

Do you know whether she has made any voyages since?—They have laid down two additional vessels upon her lines; I believe she has made voyages since, and I have heard lately that she is either going or has gone to Latvia.

*M. Fitzgerald.*

Two Reports, very able and elaborate, have been made by the Commissioners of Revenue Inquiry, on the subject of the English and Irish Post-offices. Those Reports comprehend the internal establishments and revenue. In the course of the inquiry a subject has incidentally arisen beyond those limits; viz. the postage on letters passing from these countries to foreign parts, and more particularly to our own colonies. The whole of this latter question is understood to be now in a course of inquiry before the Commissioners. However, as a complete correction of the whole system may be remote, it is respectfully submitted to the First Lord of the Treasury, that one particular branch may be considered as peculiarly deserving of His Grace's early attention; the more so as it involves not only financial and commercial, but also political and military considerations. The branch referred to is the present mode of communication with our North American colonies. This subject, in all its details, will necessarily sooner or later be brought under the view of the Government. The present moment, therefore, avoiding details as much as possible, would attempt to convey to his Grace the Duke of Wellington a summary of the principal circumstances resulting from the past and present state of the communication with those colonies, not from any doubt that his Grace is aware of the general importance of the question, indeed the writer is sufficiently apprized of the contrary, but for the following reasons: first, because although the last to be reported on, this branch, perhaps the most important, may not be treated in a political point of view by the Commissioners. Secondly, because, independently of any general reform of system, a specific and immediate remedy can be pointed out for the particular case; and thirdly, because in considering the evil and its remedy, many considerations which will not come directly within the province of the Commissioners of Revenue Inquiry, suggest themselves to the First Lord of the Treasury, as affecting the question in the more comprehensive views of national economy.

First. In point of policy, the inexpediency of having our intercourse with our colonies in any degree dependent upon a foreign state, need hardly be insisted on; such inexpediency must be much aggravated when that foreign state is of a very commercial character, because not only political and ordinary correspondence, but commercial transactions in time of peace fall into a course which in case of war must be suddenly and inconveniently changed.

The degree to which England has become thus dependent upon the United States, not only in respect to all the intercourse with those states, but also with our own colonies, will, when known, astonish the public, and perhaps has but recently attracted the attention of the departments in this country. It is, to be sure, true that a King's packet has always sailed from England for North America and our colonies; but until lately its course was by the West Indies and New York. On the absurdity of such a system it is unnecessary to dwell. A packet now sails for Halifax direct, the average arrival of which is two months. Such

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packets never conveyed original letters; mere duplicates or triplicates of commercial correspondence. All commercial and private correspondence between these countries and our colonies is conveyed by vessels belonging to, and built and manned by subjects of the United States. All political and military correspondence, requiring dispatch, passes through the same channel. This, in point of policy, is more preposterous, because Halifax is considerably nearer than New York, and because it must at all times have been a desideratum that our colonial correspondence should pass through the interior of our own colonies, not merely for the convenience and encouragement of provincial industry, but in order to reach the respective seats of government by safe and independent routes. The more enlightened policy which now directs our colonial administration has recognized these views, by promoting the construction of roads for mail communication, avoiding the territories of the United States. The degree to which the commercial system of the United States is made subsidiary to its state policy, and *vice versa*, can only be appreciated by those who follow the construction through all its details. Its principle is unlimited aggrandizement through the means of monopoly and encroachment. With the ambitious character of the United States Government the present statement has however nothing to do, except inasmuch as it has contrived to draw within its grasp almost the entire of the intercourse with our own colonies, whether of correspondence or personal. The principal share of this species of commercial control centres in New York; almost every point of America is more or less subservient to her commercial interests, and perhaps every merchant of that continent has correspondence with her. Such ties, independent of the superior rapidity and accommodation of their vessels, induce almost all our colonists to touch at New York, to and from Europe. Whether such dependence be or be not unavoidable (and mature consideration may suggest means of diminishing it, perfectly compatible with the most peaceful relations,) at least it cannot be the purpose of the English Government to augment and strengthen it. That they do so, however, as long as they leave the communication through the King's packets so inferior to that by the commercial vessels of the foreign states (whether from an injudicious selection of the port of departure, or from other circumstances within their control), there can be no doubt. As long as the packets between Liverpool and New York afford the most convenient and quickest conveyance, personal and commercial interest will unavoidably give them a preference. The reciprocity of interest between Liverpool and New York, in maintaining this intercourse unchanged and even unmodified, is fully known to both those great cities. The intensity of this interest will hereafter be more fully explained; but such an identity of commercial advantage will naturally overrule with the commercial body of Liverpool all views of national interest or general policy. At present it may be sufficient to lay down, that in maintaining the subserviency of the national and colonial interests to those of New York, Liverpool has but one feeling with New York, or, as was emphatically said by a very able American, "Liverpool is New York and New York is Liverpool." It will hereafter appear not only that Liverpool has her immense interest in the direct trade with New York, but that by being the medium of communication with America generally, she obtains a relative superiority over every other port of the United Kingdom corresponding to that which New York maintains over all rivals in America. But not only the parties directly interested in the packets above described, but the whole commercial and political influence of Liverpool and its immense pecuniary resources are wielded in perfect unity to counteract any the slightest change in a system which lays the general commercial and political interests of the United Kingdom at the feet of New York\*. But New York is the fountain head of the anti-English policy, which professes to have no security for American independence but in the expulsion of English power from that continent. New York is perfectly aware that the superiority of our colonial harbours, the vast inland navigation of the St. Lawrence, the connecting canals now in progress and the superiority of a ship compared to a boat navigation, will ultimately give us a preference of commerce upon the lakes, and defeat their great enterprise, which sought to make New York the entrepôt of the western states by means of the Lake Erie Canal, and the "emporium" of America. If by availing ourselves merely of the natural advantages for a preferable communication between this kingdom and her colonies, this state of things may be reversed; if the legitimate internal revenue of our Post-office can be enforced or extended; if our colonies can be convenience in proportion to their nearness to the mother country; if inter-colonial lines of Post-office communication can be facilitated and rendered productive; if all colonial correspondence can, without offence be taken from the vessels of a foreign and jealous rival state, and conveyed in English vessels, not only more safely, but profitably; if even a considerable portion of the United States correspondence may be attracted through the same channel; if the political and military intercourse with our colonies can, not only without additional expense, but with considerable saving, be placed on the best footing which the nature of things will admit of; are these not motives, in common policy, to make some effort on the part of the English Government, even though New York, through Liverpool, should grumble at such a measure of national policy? But if New York on the other side and Liverpool on this side should dislike any infringement of their monopoly, a measure dictated by national interest, would be hailed as extending impartial accommodation to the other great commercial towns of the kingdom; to Glasgow, to Aberdeen, to Hull, to Bristol, to Belfast, to Dublin, to Cork, and

\* *See Report on Lake Erie Canal, by the late Governor De Witt Clinton. There is a copy printed in the Report of the Emigration Committee, under the title of "Reports from the Commissioners of Inland Navigation in America," in the Appendix.*

and though last, not least, to London; whilst, on the other side, Boston, and Baltimore, and Charlestown, and other great commercial cities would gladly move themselves from the thralldom in which they are held to New York\*; by which relief not only their trading interests but the revenues of their respective states, would be considerable advantaged. The advantages of dealing with a free port like Halifax, are beginning to be duly appreciated by the independent towns of the United States. The fair policy of cultivating those distinct interests is obvious.

For any necessary confirmation of this policy, the writer can confidently rely on the Duke of Wellington's general knowledge of our colonial interests, and on the opinions of Sir G. Murray, Sir James Kempt, Sir Howard Douglas, and our other governors.

sally. The decided preference of communication with America, amounting almost to a monopoly, enjoyed by Liverpool, arises from the combination of personal convenience with "the course of trade."

The New York packets, of which there are three distinct lines, viz. a weekly packet, a fortnight packet and a monthly packet, convey choice goods as well as passengers. They are very fine sailing vessels, with excellent accommodation, supplied with French wines, duty free, and every comfort. The persons who generally cross are more or less commercial; they make their last arrangements of business at Liverpool, and make their passage with the advantage of society. A Return, obtained through the Treasury, made the number of passengers, leaving Liverpool by those vessels, in a year, between 5,000 and 6,000; thus giving an annual average business of above 11,000. The cabin charges are 35 guineas. From a similar Return, the number of persons who sailed by His Majesty's packets from Falmouth, for all parts of the world, amounted in the year to 240; yet Falmouth must be considered as the best English station for a packet to the westward. The King's packets are very well found in every respect, and afford excellent accommodation. It is, however, pretty obvious, that for a passage to America, they cannot compete with those from Liverpool. A Nova Scotian returning from England will sail from Liverpool, and find his way from New York to Halifax. All the Canadians pass to and fro through New York. But, in order to justify the continuance of the King's packet between these countries and our colonies, it should be put upon some footing which may enable it to carry letters; and surely it is desirable that its expense be diminished, by encouraging passengers to make use of it, and by rendering it subservient, as far as possible, to Government objects. But to carry letters and passengers, it must obtain a decided average superiority over the New York packets. Such superiority could not be obtained by a King's vessel sailing from Liverpool; the Americans can build cheaper, sail at least as well, furnish supplies on much cheaper terms, and, above all, by carrying freight of commerce, can tempt a passenger by conveying his choice goods at a low rate. To create a competition at Liverpool would be therefore incurring the expense, merely for competition sake, with a certainty of being beaten. To enable a King's packet to succeed in carrying letters and passengers, it must carry both more expeditiously, and the latter as cheaply; and if that superior expedition be combined with much greater safety, the King's packet will, by the very interests of commerce, take away letters altogether, and passengers in a great proportion, from the New York vessels. The means of obtaining such superiority for a King's packet are pointed out by geography and by experience. Now that the islands are united, geography would say, connect this kingdom with its colonies, by the nearest points which are suitable. Now that the revenues of England and Ireland are consolidated, and their Post-office establishments about to be identified; now that lines of mail-coach roads reach the extreme points of the kingdom, it surely becomes desirable that such great public works should be rendered available towards the general revenue of the State. It is self-evident, that the longer the line of internal conveyance over which any given letter passes, the more it pays to the Post-office revenue. Provided a letter proceed in the direct line of its destination, it is the interest of the writer, both for rapidity, certainty and safety, that it shall move as far as possible by land, instead of by sea. If, on the average transit, considerable reduction of time can be obtained, every commercial man would willingly contribute an increased taxation on his letter; indeed there is no ungratified taxation which a merchant would not, as common sense, incite, to insure superior dispatch. But His Majesty's mails can now reach the extreme west of Ireland at the rate of 10 miles an hour. A letter, for instance, from London by Holyhead and Dublin, at present reaches Valencia in 92 hours, from which may be deducted 10 hours delay in Dublin and 12 at Tralee; so that a letter in ordinary rate can reach Valencia in 70 hours. The route by Bristol and Cork is 65 miles shorter; either line may be considerably strided. But when placed at Valencia, you are, geographically speaking, 10½ degrees west of London, five west of Falmouth, and above seven west of Liverpool. But these geographical parallels afford inadequate data for comparing sailing distances. The experienced American captain considers that when he has reached the parallel of Valencia from Liverpool, nearly half his time and all his danger is passed; his great delays and dangers are in the Channel navigation. We will, however, only assume one-third saved. The average passage of the New York packets out, from land to land, is 41 days, and from New York to Liverpool is 25; one-third deducted would amount

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\* Whilst it was in contemplation to establish a communication by steam from the west of Ireland to Halifax, the most vigorous encouragement was held out from Boston; a company was formed there of the most leading commercial men, who undertook the building of three steamers to meet the company's vessels at Halifax; and the legislatures of Canada and Nova Scotia made grants with the same purpose to continue the communication by steam to Quebec.

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amount to 13 days 18 hours, which would be saved on the outward passage, and eight on the homeward. Allowing 36 hours for the conveyance from Liverpool to Valencia, the difference on a Liverpool letter would be above 11 days out, and above six days home; but from all other parts the difference would be more considerable, which superiority would necessarily command all correspondence. There can be no doubt that the time allowed, of 28 days out and 18 home, would be ample allowance for average voyages between Valencia and New York; but, by the supposition, we have nothing to do with New York; the passage would be between Valencia and Halifax; and the calculation is only introduced to show that United States' people from several ports, especially Boston, and all our colonists, would find a decided advantage in preferring the King's packets. All commercial correspondence would be insured. It is supposed that 7,000 letters per packet leave Liverpool for New York; this comprehends all the English, and a great deal of continental correspondence. But nearly the whole of it escapes the internal postage, being customarily conveyed in packets or boxes to Liverpool. By an arrangement, which should secure to the King's mails an unquestionable priority of delivery in America, all the commercial correspondence of the United Kingdom would be necessarily attracted to that channel; and it is worthy of consideration, that almost the entire of it would pay long lines of internal postage. There is good ground for believing that the same cause would draw into the King's mails a great mass of European correspondence, which now passes by other ways. Every passenger likewise, who has regard to his comfort or safety, would prefer the shortest passage of the ocean. The direct sailing distance saved by starting from Valencia would be above 300 miles compared to Falmouth, and above 400 compared to Liverpool; that is 600 and 800 upon the voyages. But when the delays within the Channel from winds, and especially from currents, be considered, the average distance would be more than doubled, and the wear and tear of 600 or 800 miles per voyage would form a serious amount in the expense of a packet. The remedy proposed is, that the North American packet should sail from Valencia. The internal effect on correspondence would be, that letters from every commercial town in the kingdom could travel by mails directly in the line of their destination, with the greatest possible expedition; and thus the advantages of commercial communication be fully and impartially distributed over all points, according to their relative situations. A letter from Glasgow would move by Belfast and Dublin to Valencia, on the shortest geographical route to North America; so a letter from Bristol by Cork to Valencia, a letter from London either by Bristol or Holyhead. On the return of correspondence, by the establishment of a post-office at Valencia, letters of commerce might be speeded directly to their respective destinations, to the great convenience of commerce, and improvement of the revenue. At the station proposed, no harbour expenses would be to be incurred; a packet could always lie afloat, and be at sea at once. The total outlay would be in an office for a postmaster. It is respectfully submitted, therefore, that by the transfer of a North American packet from Falmouth to Valencia, great practical benefit would be derived in point of commerce, of revenue, and of political intercourse with our colonies.

The particular harbour is pointed out on the grounds of its being the most westerly, the most accessible, and the safest.

gully. If the advantages previously pointed out be admitted, they would justify, on the part of the Government, a very considerable expense. It is however demonstrable that they would not be productive of expense. The very difference of wear and tear, of time, and of casualty, between Valencia and any English harbour, would constitute a very large item of saving. In point of danger, the difference is so great, that a commercial vessel sailing from Valencia would hardly think of insuring, except for what it might incur at the other side of the ocean. The proposition moreover is to convert an unproductive into a productive packet; unproductive either in letters or passengers, into one productive in both; and lending by the change to a great increase of the internal Post-office revenue. It is confidently asserted that a majority of the passengers of the better class between America and Europe would in such case avail themselves of the King's packet. Twenty guineas passage from Valencia to Halifax would pay better than 35 from Liverpool to New York. The journey from Liverpool to Valencia would be under 5*l*., and from Halifax to New York much less; so that an actual saving would be made to passengers. A mercantile man proceeding from Liverpool, and having taken freight from thence to New York, would generally have an advantage in preceding the arrival of his cargo, and thus even the interests of commerce would tempt passengers from the New York traders into the King's packets. But the benefits of such superior rapidity would tell upon the colonial postage, and insure a revenue on the Canadian and New Brunswick correspondence, by the lines of road now constructing in those provinces between Halifax and their respective capitals, rendering the whole independent of the United States. It is evident therefore, in a Post-office point of view, not only a saving would be effected, but new sources of profit created.

The Duke of Wellington will naturally take into his view other important sources of economy, to which the measure proposed may be made instrumental. It would be important to ascertain what may be the ordinary expense of reliefs and detachments going to and from our North American colonies? What the average time in which they are conveyed? What the sickness and losses consequent thereon? What the average time lost at places of embarkation in England before vessels can sail for such purposes?

No one can so well as his Grace appreciate the benefits of an improved system for the periodical transport of soldiers between this kingdom and its colonies. By the proposal, troops, in divisions or detachments, would pass in the shortest practicable time. It may be safely calculated that in the average, troops could be delivered, if expedient, from Ireland to  
Halifax

Halifax by sailing vessels in 20 days, and conveyed home in 14. In time of war, the proposed packet line would be wholly out of the range of enemies' cruisers; and even if casually met in the ocean, the packet would derive advantage from having troops on board, which would probably be the case in general, from the frequent passage of detachments. It is, further, suitable to the routine of service that troops should embark from Ireland; and advantages would be derived to military arrangements by vessels sailing at stated periods. Some further considerations respecting this part of the question are respectfully submitted to the Duke of Wellington in a separate statement.

All reference to the comparative merits of steam packets and sailing packets, for intercourse with Halifax, is omitted in the preceding argument, because that question depends upon other considerations. If, however, steam should be preferred, as the principal difficulty consists in the conveyance of fuel, no doubt can exist that the passage should be abridged as much as possible; and that the danger of currents, which embarrass steamers in the lower parts of the Channel navigation, should be altogether avoided. If the Government should once give a right direction to the colonial intercourse, by selecting a proper packet station, and should then prefer to contract for steam vessels, no doubt private enterprise would be found ready to undertake it. It is however probable, that on full consideration of the case in all its bearings, the Government will deem it its interest to effect a colonial steam connexion by Government establishment.

The question whether a foreign post-office should be in London, or in each case at the most convenient port of departure, is an important one, and will probably ere long be fully considered with great advantage to the revenue. But the more limited question, whether an American post-office should be in London or at the most convenient port of departure, will not admit of doubt. It may be thus illustrated:

A letter destined for the United States or our North American colonies, in order in the one case to reach Valentia direct, in the other to reach the same parallel of longitude, viz. London and Falmouth, merely stating the specific comparative distances in each case; viz.

|                                            | Miles. |
|--------------------------------------------|--------|
| From Liverpool to London - - - - -         | 206    |
| From London to Falmouth - - - - -          | 269    |
| Falmouth to parallel of Valentia - - - - - | 300    |
|                                            | <hr/>  |
|                                            | 775    |
| Liverpool to Valentia direct - - - - -     | 345    |
|                                            | <hr/>  |
| Difference - - - - -                       | 430    |
|                                            | <hr/>  |
| From Glasgow to London - - - - -           | 405    |
| London to Falmouth - - - - -               | 269    |
| Falmouth to parallel of Valentia - - - - - | 300    |
|                                            | <hr/>  |
|                                            | 974    |
| Glasgow to Valentia direct - - - - -       | 441    |
|                                            | <hr/>  |
| Difference - - - - -                       | 533    |
|                                            | <hr/>  |
| Bristol to London - - - - -                | 120    |
| London to Falmouth - - - - -               | 269    |
| Falmouth to parallel of Valentia - - - - - | 300    |
|                                            | <hr/>  |
|                                            | 689    |
| Bristol to Valentia direct - - - - -       | 352    |
|                                            | <hr/>  |
| Difference - - - - -                       | 337    |

These differences would be doubled in the correspondence; and the difference of time, comparing sailing with mail-coaches, would be in a much greater ratio; hence a foreign post-office in London never can obtain American letters, they will always go by the merchant ships in preference. The measure of the direct lines to an American post-office properly placed, would be a measure of the increase of the Post-office revenue: e. g. every letter from Liverpool would pay 307 miles of internal postage.

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## TABLE of DISTANCES in British Miles.

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## 1st. From London to Valentia:

| By Bristol:               |          |
|---------------------------|----------|
| London to Bristol         | 120      |
| Bristol to Cork           | 262      |
| Cork to Valentia          | 90       |
|                           | <hr/>    |
|                           | 472      |
|                           | <hr/>    |
| By Holyhead (mail route): |          |
| Valentia to Limerick      | 90       |
| Limerick to Dublin        | 117      |
| Dublin to Howth           | 9        |
| Howth to Holyhead         | 61       |
| Holyhead to London        | 260      |
|                           | <hr/>    |
|                           | 537      |
| Through Killarney         | 13 more. |
|                           | <hr/>    |
| Bristol to Valentia:      |          |
| Bristol to Cork           | 262      |
| Cork to Valentia          | 90       |
|                           | <hr/>    |
|                           | 352      |
|                           | <hr/>    |
| By Milford (mail route):  |          |
| Bristol to Milford        | 151      |
| Milford to Dunmore        | 56       |
| Dunmore to Waterford      | 10       |
| Waterford to Valentia     | 140      |
|                           | <hr/>    |
|                           | 357      |
|                           | <hr/>    |

## By Milford (mail route):

|                       |       |
|-----------------------|-------|
| London to Milford     | 280   |
| Milford to Dunmore    | 86    |
| Dunmore to Waterford  | 10    |
| Waterford to Valentia | 140   |
|                       | <hr/> |
|                       | 496   |
|                       | <hr/> |

## By Liverpool (mail route):

|                                             |       |
|---------------------------------------------|-------|
| London to Liverpool                         | 208   |
| Liverpool to Dublin Quay 120 nautical miles | 136   |
| Dublin to Valentia                          | 207   |
|                                             | <hr/> |
|                                             | 551   |
|                                             | <hr/> |

## Liverpool to Valentia:

|                     |       |
|---------------------|-------|
| Liverpool to Dublin | 136   |
| Dublin to Valentia  | 207   |
|                     | <hr/> |
|                     | 343   |
|                     | <hr/> |

## Glasgow to Valentia:

|                    |       |
|--------------------|-------|
| Glasgow to Belfast | 133   |
| Belfast to Dublin  | 102   |
| Dublin to Valentia | 207   |
|                    | <hr/> |
|                    | 442   |
|                    | <hr/> |

## Distances from Falmouth:

|                            |     |                                |     |
|----------------------------|-----|--------------------------------|-----|
| Falmouth to London, direct | 269 | by the course of foreign mails | 269 |
| — Bristol                  | 156 | ditto                          | 389 |
| — Liverpool                | 325 | ditto                          | 477 |
| — Glasgow                  | 525 | ditto                          | 677 |

## 1st. From London to Halifax:

|                                          |       |                |
|------------------------------------------|-------|----------------|
| Halifax to Lizard Point, 2,394 sea miles | 2,755 | British miles. |
| Lizard to Falmouth                       | 20    | —              |
| Falmouth to London                       | 269   | —              |

Total from Halifax to London - - - 3,044 -

## 2dly. Distance from London to Halifax by Valentia:

|                            |       |                |
|----------------------------|-------|----------------|
| 2,165 sea miles, or        | 2,491 | British miles. |
| Bray Head to the Ferry     | 7     | —              |
|                            | <hr/> |                |
|                            | 2,498 | —              |
| Valentia by Cork to London | 472   | —              |
|                            | <hr/> |                |
|                            | 2,970 | —              |
|                            | <hr/> |                |

Halifax to London 74 miles shorter by Valentia.

3dly. Valentia

3dly. Valentia to Halifax by Milford:

|                             |   |   |   |   |   |       |                |
|-----------------------------|---|---|---|---|---|-------|----------------|
| Valentia to Halifax         | - | - | - | - | - | 2,498 | British miles. |
| Ditto by Milford to London  | - | - | - | - | - | 496   | —              |
|                             |   |   |   |   |   | 2,094 | —              |
| Halifax by Lizard to London | - | - | - | - | - | 3,044 | —              |
| Shorter by Milford          | - | - | - | - | - | 00    | —              |

Right Hon.  
Alfred Fitzgibbon.

30 July 1829.

These nautical distances being calculated upon the Rhumb-lines, are not the shortest which may be sailed. Where there is so great a difference of longitude, a considerable saving will be made by keeping nearer to the Great Circle passing through the given places, which is of course the shortest possible. The Great Circle passing through Halifax and Valentia, or even Falmouth, runs considerably inland, both in Nova Scotia and Newfoundland, and of course cannot be sailed upon. This shows, what would not be suspected from looking at Mercator's Chart, that Cape Race ought to be the first place made for by any vessel bound from Britain to America, and especially a steamer.

From thence a direct course along the coast may be made to Halifax, and so on to New York, and from the same point to Quebec.

We may now inquire what the distance is in that way; viz. coasting to Cape Race, and thence by the Great Circle to Valentia or the Lizard.

|                                                                    |   |   |   |   |       |          |
|--------------------------------------------------------------------|---|---|---|---|-------|----------|
| Halifax to Cape Race, 457 sea miles, or                            | - | - | - | - | 526   | British. |
| On Great Circle, from the Lizard to Cape Race, 1,885 sea miles, or | - | - | - | - | 2,169 | —        |
|                                                                    |   |   |   |   | 2,695 | —        |

By the Rhumb - - - - - 2,755 —

On the Great Circle - - - - - 60 less than the Rhumb.

|                                                            |   |   |   |   |   |                |
|------------------------------------------------------------|---|---|---|---|---|----------------|
| Distances on the Great Circle from Bray Head, Valentia, to |   |   |   |   |   |                |
| Cape Race 1,072 $\frac{1}{2}$ sea miles, or                | - | - | - | - | - | 1,324 British. |
| Halifax - - - - -                                          | - | - | - | - | - | 526 —          |

|                                         |   |   |   |   |       |   |
|-----------------------------------------|---|---|---|---|-------|---|
| Valentia to Halifax, on the Rhumb-lines | - | - | - | - | 2,450 | — |
| Ditto - - ditto - by Great Circle       | - | - | - | - | 2,498 | — |
|                                         |   |   |   |   | 2,450 | — |

Saving on Great Circle - - - - - 48 —

To find Starting Course at Lizard on Great Circle:

|                           |        |
|---------------------------|--------|
| Co. 47                    |        |
| Cot. 46 — 40 ×            | 846723 |
| Tan. 32 — 20 ×            | 974719 |
| 40 — 2 ×                  | 801442 |
| 7 42 Lin.                 | 127060 |
| 32 20 Lin.                | 728287 |
| Tan. 47                   | 043300 |
| Co. 77 — 13 $\frac{1}{2}$ | 644767 |

Or W. by N.  $\frac{1}{2}$  N., which is nearly two points to the northward of the Rhumb. This course will lead within 60 miles of Valentia; and the Great Circle, at its most northerly point, will be in lat.  $51^{\circ} 7'$ ; viz. at about 600 miles west of the Lizard.

In like manner the Great Circle course in starting from Valentia for Cape Race, will be found about W.  $\frac{1}{2}$  N., and will not attain a much higher latitude; so that it will be pretty near the object, if we sail  $10^{\circ}$  longitude to the westward, and then make for Cape Race, which will be found to give a distance of 1,885 miles, or only 12 miles less than by the Great Circle.

The whole distance then in British miles to Halifax, is 2,465 instead of 2,498, as before found. These observations are made, not to show that there is any particular advantage to Valentia in taking the Great Circle courses, for this is still more in favour of Falmouth; but mainly to point out the great advantage in either case of keeping the higher latitudes, instead of standing to the southward, as is the ordinary practice, and as would naturally appear to be the best, from Mercator's Chart.

Right Hon.  
Maurice Fitzgerald,  
30 July 1893.

In fact, a Falmouth packet, if she adopts the shortest course, will be so near the coast of Ireland, that it would be little more than 20 miles round to call at Valentia on the way, as will appear from the following calculation:

|                          |   |   |   |   |                               |
|--------------------------|---|---|---|---|-------------------------------|
| Lizard to Port Levan     | - | - | - | - | 19 sea miles                  |
| Port Levan to Dursey     | - | - | - | - | 200 —                         |
| Dursey to Valentia       | - | - | - | - | 30 —                          |
| <hr/>                    |   |   |   |   |                               |
| Valentia to Halifax      | - | - | - | - | 239 or 273 British.           |
|                          |   |   |   |   | 2,498 —                       |
| <hr/>                    |   |   |   |   |                               |
| Lizard to Halifax        | - | - | - | - | 2,771 —                       |
|                          |   |   |   |   | 2,755 —                       |
| <hr/>                    |   |   |   |   |                               |
| A round of only          | - | - | - | - | 16 —                          |
| <hr/>                    |   |   |   |   |                               |
| By the Great Circle      | - | - | - | - | 273 to Valentia.              |
| Valentia to Halifax      | - | - | - | - | 2,450                         |
| <hr/>                    |   |   |   |   |                               |
| Lizard direct to Halifax | - | - | - | - | 2,723                         |
|                          |   |   |   |   | 2,805                         |
| <hr/>                    |   |   |   |   |                               |
| A round of               | - | - | - | - | 28 miles by the Great Circle. |

Whatever may be prudent with sailing vessels, there is no reason why a steamer should not adopt the most direct course possible, which is that on the Great Circle; and to such a vessel the fogs and currents near Newfoundland would be comparatively no great obstacle. At Newfoundland a steamer might lay in a supply of coals for 550 miles further voyage; and as it may be frequently of importance to the colony for the packet to call there, we may inquire how far out of the way to Halifax, by calling at St. John's, Newfoundland.

|               |   |   |                              |
|---------------|---|---|------------------------------|
| To St. John's | - | - | 1,652 sea miles.             |
| To Cape Race  | - | - | 60                           |
| <hr/>         |   |   |                              |
| Direct        | - | - | 1,712                        |
|               |   |   | 1,894                        |
| <hr/>         |   |   |                              |
| A round of    | - | - | 18 sea miles, or 21 British. |

If it was thought too great an interruption, we may call at Fermoer, which is only 20 miles from the cape, and would be hardly anything out of the way; or at Trs-passes, which is about as far to the west of the cape, each of them not being more than three leagues off the direct course.

It has been proposed to sail from Falmouth by the Azores to North America: this may be equally as well done from Valentia, and with a saving of navigation.

|        |   |   |                |             |         |
|--------|---|---|----------------|-------------|---------|
| Lizard | - | - | 49 57 44 m. p. | 3,470 long. | 5 11 55 |
| Fayal  | - | - | 38 32 30 m. p. | 2,509 —     | 28 43 0 |
| <hr/>  |   |   |                |             |         |
|        |   |   | 11 25 14       | 961         | 23 31 5 |

|        |  |  |  |  |  |
|--------|--|--|--|--|--|
| 988723 |  |  |  |  |  |
| 149537 |  |  |  |  |  |
| <hr/>  |  |  |  |  |  |
| 166804 |  |  |  |  |  |
| 249550 |  |  |  |  |  |
| 835591 |  |  |  |  |  |
| <hr/>  |  |  |  |  |  |

$085241 = 1,217 \times 17 = 1,234$  to Falmouth.

Valentia to Fayal, in Azores:

|          |   |   |       |       |       |
|----------|---|---|-------|-------|-------|
| Valentia | - | - | 51 55 | 3,857 | 10 23 |
| Fayal    | - | - | 38 38 | 2,509 | 28 43 |
| <hr/>    |   |   |       |       |       |
|          |   |   | 13 23 | 1,148 | 18 18 |
|          |   |   | 803   |       | 1,098 |

1,148 — 050942  
1,098 — 040602

|        |
|--------|
| 980680 |
| 141080 |
| 904716 |

$045796 = 123$  sea miles less navigation than to Falmouth, or 142 British

British miles, but 227 miles more of post-route to London or Bristol, including 86 for Milford passage. To Liverpool the quantity of navigation, adding the passage from Dublin, will be much the same; but there will be 120 miles less of post-route; and to Glasgow a saving of 104 miles of post-route; and upon the whole, 226.

Right Hon.  
Maurice Fitzgerald.  
30 July 1829

|                         |              |                |              |
|-------------------------|--------------|----------------|--------------|
| Payal to Halifax - - -  | 1,607        | Falmouth - - - | 1,607        |
| Valentia to Payal - - - | 1,111        | Halifax - - -  | 1,234        |
|                         | <u>2,718</u> |                | <u>2,841</u> |
| Direct course - - -     | 2,355        | - - - - -      | 2,394        |
| Round - - - -           | <u>553</u>   | - - - - -      | <u>447</u>   |

The round is three days of a steamer.

Distances in British miles:

|                                                 |              |
|-------------------------------------------------|--------------|
| Falmouth to Halifax (ordinary course) - - - - - | 2,775        |
| Valentia to ditto by Cape Race - - - - -        | <u>2,470</u> |

Less navigation by - - - 305 miles

|                               |              |
|-------------------------------|--------------|
| London to Falmouth - - - - -  | 269          |
| Falmouth to Halifax - - - - - | <u>2,775</u> |
|                               | <u>3,044</u> |

London to Valentia:

| By Cork.               | By Milford.  | By Holyhead. | By Liverpool. |
|------------------------|--------------|--------------|---------------|
| Halifax - 472          | 466          | 537          | 553           |
| Halifax - <u>2,470</u> | <u>2,470</u> | <u>2,470</u> | <u>2,470</u>  |
|                        | 2,066        | 3,007        | 3,023         |
| Saving - 102           | 78           | 34           | 21            |

It is to be observed, that a saving of 30 to 50 miles may be made in the Falmouth voyage by keeping nearer the Great Circle course to Cape Race; but it is uncertain for sailing ships.

It is upon the whole clear, that the sea passage from Valentia to Halifax is 300 miles shorter than from Falmouth, and above 400 miles shorter than from Liverpool.

Halifax to the Northern Ports:

| By Valentia.         | By Falmouth. | Course of Falmouth to North. | By London. |
|----------------------|--------------|------------------------------|------------|
| To Bristol - - 2,822 | 2,831        |                              | 3,164      |
| Liverpool - 2,815    | 3,100        |                              | 3,252      |
| Glasgow - 2,911      | 3,200        |                              | 3,452      |

So that the American letters from these ports are carried a round of 300 to above 500 miles; the passengers from 100 to 400 miles, and to have 300 miles longer voyage than by embarking at Valentia.

20 May 1830.

Captain Francis Beaufort, called in; and Examined.

Captain  
Francis Beaufort.

20 May 1830.

YOU are hydrographer to the Admiralty?—I am.

How long have you been in that situation?—A year.

Will you describe the general nature of the duties of hydrographer?—Preparing the charts for His Majesty's service.

You were previously in the naval service?—All my life.

In what parts of the world have you been?—There is scarcely any part of the world that I have not been in.

Have you had any experience in the navigation of steam vessels?—None, more than occasionally having been passenger in them.

Have you ever directed your attention particularly to the comparative facilities of navigation offered by the principal ports of the United Kingdom as points of destination and departure for the packets?—My mind has been turned to that subject lately.

What would be the advantages with respect to embarkation for the west and south of Europe and America generally, by choosing a harbour on the west of Ireland, instead of one within the Channel?—The first object of vessels bound to the Mediterranean, or to the West Indies, on the supposition of an adverse wind, is to get far enough out of the Channel to be able to adopt either tack without fear of the land; for when it blows hard, no ship can work to windward without sufficient room to make long stretches, and to take advantage of the changes of winds and tides. The next object is, when once fairly out, to gain sufficient westing to fetch round Cape Finisterre. Now, by sailing from a port on the west coast of Ireland both those objects are secured; as with a south-west gale a vessel would at once stretch off to the north-west, instead of struggling for days between Ushant and the Lizard, and with the wind at west she would be able to clear Cape Finisterre, while a vessel from Falmouth would be embayed and obliged to stand to the north-west to keep an offing. One disadvantage of Falmouth, as a port of embarkation, is the difficulty of sailing when the wind blows with violence from the southward. It appears that on an average of the last four years six packets per annum have been detained about 40 hours each. A packet harbour should, if possible, have two ways of exit, like Spithhead, for instance.

Are there any circumstances respecting the coasts and currents, and the prevalent winds within the Channel, which increase in a still greater degree the advantages of preferring a western harbour?—In comparing the coasts of the two countries, Ireland seems to have this advantage, that a vessel once out of any of her western ports can weather the land, either on one tack or the other, as stated in my former answer. With respect to the currents, the advantages are not of great moment. The winds, however, are a feature of considerable importance in the comparison. It appears that taking the average of the last 10 years there were in each year 186 days of westerly winds and 101 days of easterly, and that the general mean wind for the whole period was S. 83° W., about one-sixth of each year. Just then in the ratio of this prevalent wind, is the advantage of "preferring a western harbour," besides that arising, as above-mentioned, from the conformation of the coast. I have drawn up a tabular statement of the above facts, extracted from the Meteorological Register of the Royal Society in London, and I endeavoured to form a similar table for Falmouth, from the Post-office Packets Lists, but as the Sundays and many other days were omitted in them, no satisfactory results could be obtained.

[A Table showing the Daily Winds for each of the last Ten Years, compiled from the Meteorological Register of the Royal Society of London was handed in, a Copy of which is as follows:]

| YEAR.                | N. | N.E. | E. | S.E. | S. | S.W. | W.  | N.W. | Calm. | Total of Breezy. | Total of Westerly. |
|----------------------|----|------|----|------|----|------|-----|------|-------|------------------|--------------------|
| 1820                 | 57 | 21   | 54 | 27   | 39 | 47   | 87  | 33   | 1     | 102              | 168                |
| 1821                 | 36 | 15   | 56 | 20   | 41 | 49   | 112 | 35   | 1     | 91               | 196                |
| 1822                 | 42 | 24   | 59 | 18   | 39 | 46   | 111 | 24   | 2     | 101              | 181                |
| 1823                 | 43 | 30   | 50 | 19   | 31 | 46   | 106 | 37   | 3     | 99               | 189                |
| 1824                 | 50 | 19   | 53 | 9    | 38 | 30   | 127 | 38   | 2     | 81               | 195                |
| 1825                 | 47 | 26   | 49 | 22   | 29 | 33   | 120 | 35   | 4     | 97               | 188                |
| 1826                 | 27 | 49   | 35 | 45   | 21 | 106  | 26  | 55   | 1     | 129              | 187                |
| 1827                 | 40 | 54   | 12 | 49   | 20 | 125  | 19  | 45   | 1     | 115              | 189                |
| 1828                 | 36 | 29   | 28 | 47   | 31 | 132  | 20  | 40   | 3     | 104              | 192                |
| 1829                 | 42 | 59   | 32 | 39   | 21 | 74   | 43  | 54   | 1     | 130              | 171                |
| Mean of the 10 Years | 42 | 33   | 43 | 29   | 31 | 69   | 77  | 39   | 2     | 101              | 186                |

Captain  
Francis Beaufort.  
30 May 1832.

Or, supposing a feather to have been abandoned to the wind at the beginning of each of these years, then the mean direction in which it would have moved by the end of the year is stated in a Table, which I have also drawn up; and assuming the strength of the wind to have been equal throughout, the number of days which the feather would have advanced, is also given.

[The Table was handed in, a Copy of which is as follows:]

| Year. | Direction. | Days. | Year. | Direction. | Days. |
|-------|------------|-------|-------|------------|-------|
| 1820  | S. 86° E.  | 56    | 1825  | S. 75° E.  | 86    |
| 1821  | N. 89 E.   | 92    | 1826  | N. 58 E.   | 47    |
| 1822  | N. 84 E.   | 72    | 1827  | N. 58 E.   | 54    |
| 1823  | S. 81 E.   | 81    | 1828  | N. 39 E.   | 95    |
| 1824  | S. 74 E.   | 91    | 1829  | N. 57 E.   | 38    |

General mean for the 10 years, N. 83° E. 66 days per annum; in other words, the mean prevalent wind for the last 10 years was S. 83° W.  $\frac{25}{100}$  of the year.

Are you aware of the grounds on which Falmouth contended against the project of the Admiralty, to change the packet station to Plymouth?—I am not; but they were probably of the same nature as those I have stated; for, although Falmouth is only 12 leagues to the westward of Plymouth, even that distance gives it an obvious superiority as a point of departure.

Are you in possession of any facts on which to estimate the difference generally in sailing to the southward and westward from a more westerly harbour, compared to one within the Channel?—I have had a sheet of tracks, projected on a small scale from the log-books of 30 packets, which had to contend with foul winds in crossing the Bay; and supposing that other vessels had sailed from a port on the south-west coast of Ireland at the same time, and affected by the same weather, their comparative progress is shown by a similar series of tracks in red ink. The average result of these tracks gives about 4  $\frac{1}{2}$  days in favour of the Irish packets. But the celerity of the mail is not the only point of contrast; the saving of four or five days in the wear and tear of the vessels, and in the health and comfort of the passengers, are considerations of much weight.

Are you aware of cases of great mischief to the public service in the course of the last war, derived from embarkations within the Channel, compared to what would have been the effect from the west coast of Ireland?—This question leads to a subject of the highest importance, and I am sorry my time has been too much occupied

Captain  
Francis Beaufort.

to May 1830.

occupied to search for the proofs which the records of the last war would abundantly furnish of the disadvantages of embarking military supplies from ports in the Channel. The detention, however, of Rear-Admiral Christian is proverbially known: he sailed from Portsmouth with an expedition for the West Indies, on the 16th of November 1779, and after having been repeatedly blown back, he did not ultimately clear the Channel till the end of the following March. Every seaman must recollect innumerable instances of such detentions, and every soldier will recollect the havoc produced in the health and discipline of the troops when long cooped up in transports. It would well illustrate this question if returns could be had from the War Office of the time elapsed from the embarkation of the several reinforcements at Portsmouth and Plymouth during the Peninsula war to their arrival in Spain or Portugal, and accompanied by a statement of the winds, from which a comparison could be easily made of the period that would have been sufficient if embarked at a western Irish port. Should we be again engaged in active hostilities in these countries, or in the Mediterranean, the benefits from such an arrangement would be incalculable. Even the regular reliefs which sail during peace would feel its advantages. Recruits would gradually move across England and Ireland; their health and discipline would improve by escaping the large sea-ports, and their embarkation might immediately follow their arrival on the coast. This may be put also in another point of view: a large force would thus be kept in Ireland, gradually moving on the point of embarkation, readily detachable in any direction, and effectually occupying that country, without having the appearance of being a garrison.

Have you any data on which to calculate the difference of sailing in unfavourable winds between the parallels of Falmouth and the west coast of Ireland?—The statement in answer to the first and second questions, and the two sheets of tracks, seem to furnish complete data for that decision.

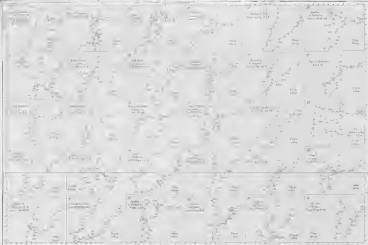
Can you furnish us with the professional opinion of the Navy, relative to the currents in the entrance of the Channel, described by Major Rennell?—A current sometimes setting to the north-west across the mouth of the Channel, after hard westerly gales, has, I believe, been generally admitted to exist.

Are you particularly aware of his opinions on this subject?—I have often conversed with that eminent and lamented geographer on the subject of this current. The outline of his opinion may be stated in a few words: long-continued westerly winds in the Atlantic, force its waters along the north coast of Spain into the Bay of Biscay; the sea being thus raised above its natural level escapes in the easterly direction, and thus forms a current which strikes off to the north-west from Ushant just in the same way that the tropical trade winds piling up the water in the Gulf of Mexico, form the well-known Gulf Stream, which takes the direction of the adjacent shores, and the effects of which have been traced much beyond 2,000 miles. Major Rennell's papers on this subject were printed in the Philosophical Transactions for 1793 and 1815.

Do you consider that besides greater rapidity and certainty of passage, there would be in time of war greater security against an enemy's cruisers in the packets sailing from a western harbour of Ireland than from one in the Channel?—Whatever shortens the voyage of a packet must proportionally diminish the period of her exposure to the enemy's cruisers, and the farther the packet station is removed from the enemy's ports, the less is the chance of his cruiser's venturing into its neighbourhood. The homeward-bound packet would find it very advantageous to make at once for the coast of Ireland, instead of entering the Channel at no very great distance from Brest. During the last war, French cruisers and privateers frequently lay in wait at night off the Lizard.

Are the winds of the Channel generally from some point of the east or west?—There always appears to be a tendency in the wind to accommodate itself to the general direction of the coast; even the low banks of the Thames draw the wind two or three points up or down the various reaches, and thus when the wind is due west in the offing, it will often be W. S. W. in the English Channel, and S. W. in St. George's Channel.

Would there be in unfavourable winds great benefit in the return packets, as well as their departure, by choosing a more westerly harbour?—The same reasoning will apply to the homeward packets as to those outward bound. Their distance to run would be shortened. When struggling against opposite winds, they would have open sea-room; they would avoid the Bay in-draft, and all injurious effects of the north-west current, and on one tack or other they could fetch under the









Captain  
Francis Beaufort.  
30 May 1839.

the west coast of Ireland, and thus make it a weather shore, which in no case can be done with the coast of England during easterly gales. A collection of home-ward-bound tracks similar to that already presented, will show the advantage of a western harbour; the average difference being upwards of five days in its favour.

What is the longitude of Falmouth?—Five degrees west.

What is the longitude of the west of Ireland?—Ten degrees west.

What would be the general effect of sailing from the latter compared to the former, under the prevalent winds of the Channel, in communication with the western harbours of Europe and the Mediterranean?—I conceive I have already answered that in the answer which I gave to the fourth question.

Can you calculate what would be the average difference in sailing to and from our North American colonies, between Falmouth and the coast of Ireland?—From whatever "average difference of sailing" between Falmouth and a western port of Ireland may be ascribed to the considerations already stated, must be subtracted the difference arising from the positive distance of 200 miles between the above places, and which may be taken at between one and two days.

What you have stated refers principally to sailing vessels?—Yes.

In what degree would that opinion be altered or affected by the vessels used being steamers?—It would not be altered in any very great degree, for though a steamer succeeds in getting to windward against the wind, yet it has a most powerful effect in checking her velocity when against her, and therefore my reasoning would still apply, though in a less proportion.

Are you acquainted with the harbour of Valentia?—I have been there, but I cannot say that I am intimately acquainted with the southern inlet. I understand a survey is preparing of it now.

That is the most western port, or one of the most western ports of the British islands, is it not?—It is the most western port of Europe.

And also of the British islands, is it not?—The most western port.

Does not this locally offer peculiar advantages for communication over sea with other parts of the world?—Upon the principle I have stated, I think it does, particularly so.

If Valentia would be a very advantageous harbour as a packet station, would it not be equally so in time of war for ships resorting to it?—Most undoubtedly.

Does not Valentia enjoy the advantage which you attributed to Spithead, of being able to have a twofold exit?—Certainly, in some degree.

Is there any difficulty to be apprehended to vessels leaving the port, on account of the expanse of ocean or rather the weight of water to which they are immediately opposed towards the west?—I should say certainly not.

Are you acquainted with the navigation of the Bristol Channel?—More from charts than practically.

Are you aware of the comparative advantages between Bristol and Milford?—I should say five to one in favour of Milford.

As a point of departure or of communication with the southern coast of Ireland, which should you prefer, Milford or Bristol?—Milford, certainly.

Are you speaking now with regard to steam-vessels?—Yes.

Will you state your reasons for that?—The strength of the tides, and the number of shoals in the higher parts of the Bristol Channel, would be a constant source of detention. In boats starting from Bristol and starting from Milford Haven, the advantage would be very considerable in favour of the latter.

Allowing the distance to be the same?—I allude to the facility of ingress and egress of the two ports, and independently of their relative distance to Dunmore Harbour, which is about seven to three.

What is your opinion as to the practicability of crossing the ocean between the west of Ireland and America, by steam?—I have no hesitation in saying that it is not only practicable and feasible, but I am quite sure it will be generally introduced some day or other. We find that steam rather increases the buoyancy and the power of the vessels to resist rough weather in the Channel and North Sea, and I do not know why it should not answer the same purpose in the Atlantic.

*F. Beaufort.*

*Tuesday, 2 June 1829.*

Colonel Drury called in ; and Examined.

Colonel Drury.

2 June 1829.

I BELIEVE you hold the office of postmaster-general in New Brunswick?—We have no postmaster-general; it is the principal office in the province.

How long have you held that office?—About four years.

How were you appointed?—I was appointed by the postmaster-general at Quebec, a Mr. Sutherland.

Then the post-offices in the other settlements are under the postmaster-general at Quebec?—In our province, we are under the postmaster-general at Quebec, we were at the time I left; I believe since I have come home, it has been put under Nova Scotia.

Now will you describe the duties you performed in that office?—With regard to the number of mails made up at the office?

Yes, and with regard to the route of the mails you received, whether inland or from the mother country, and the manner in which the letters were distributed to the different points, and the manner in which they were also collected and sent to this country?—In the first instance, we make up at my office for the different post-offices in the colonies, and receive somewhere about 26 or 27 mails in the week for 26 different offices, or thereabouts; in the course of every week, we make up mails for 26 different offices.

How many offices are there?—In New Brunswick?

Yes?—Somewhere about ten or a dozen; I cannot say exactly; but somewhere thereabouts.

You have occasion to make a bag for all those offices?—Yes, and for all the offices in Nova Scotia and for Quebec, and Montreal. We receive one mail from England by the British packet from Nova Scotia to Halifax, once in the month.

What letters does she bring to that settlement?—For New Brunswick, for Nova Scotia, and Canada; the Canada letters go through by land from Halifax, by way of Fredericton.

Then all letters for those different settlements are landed there?—They are all landed at Halifax and distributed from thence.

Then you receive them from Halifax?—I do.

Do you receive them only for New Brunswick?—I receive them only for New Brunswick.

Now will you describe: you make up the bags and send them to these different offices; how often do you send?—To some twice a week; to some only once. To Halifax we have two posts a week on different routes; one goes round by the county of Westmoreland and Cumberland by land, and the other across the Bay of Fundy to Annapolis and Digby.

In New Brunswick itself how often have you posts; how often do you dispatch in the course of a week?—To St. Andrew's twice a week, which is on the lines; to Fredericton twice a week.

And how often do you receive them from thence?—By return, twice a week.

In what manner are they conveyed?—They are generally conveyed by land.

But in what mode?—In bags, by couriers.

In carts, or what?—When the mails are light, they go on horseback with bags; but when the English mails arrive, they are too heavy, we are obliged to take waggons to carry them.

What description of waggon?—A little light four-wheel waggon, with low wheels, without springs, made on purpose for the rough roads of the country.

Do they belong to the post-office?—They belong to the people who carry the mail; the couriers are obliged to find those.

What do the couriers receive?—The land route between St. John's and Halifax, by Westmoreland and Cumberland, to St. John's and Fredericton, I should suppose stands the Post-office in somewhere about 800*l.* a year. I pay very near one-half, and it is close upon 400*l.* I should say it cost but 800*l.* for that mail between St. John's and Halifax.

Then you contract with persons to do that?—Yes, contract; we give it to the lowest

lowest offer who can give good security; generally speaking, somewhere about 5½ d. a mile they contract for.

Do you mean the double mile or the English mile?—The English mile.

Do you make the contracts?—I make the contracts? Yes.

As the postmaster, is it your duty?—The Postmaster-general gave me authority to make contracts as I thought advisable.

Do you find any difficulty in making the contracts?—Not the least.

You have always found persons come forward to offer?—I have always found persons, and a number of offers.

Have you generally found that the terms of those contracts have been well complied with?—Generally; I do not think I have, since I have been in office, ever had occasion to find fault with a courier.

When you say you pay 5½ d. a mile, do you mean by the mile there and back?—No; the same post comes back the same way.

And does that include both ways?—No, only the one mile.

Eleven pence a mile then both ways?—Yes.

Do you mean 5½ d. for bringing the mail one day and taking it back the next?—I mean 5½ d. for going and 5½ d. for returning. St. Andrew's is, I think, 66 miles, and I pay the courier 136 l. a year. So that it can easily be calculated to a fraction what it is.

Now, take any given place, what is the rate at which you charge letters?—To St. Andrew's, which is about 66 miles, we charge 7 d. The fact is, the rates of postage are not exactly correct, according to the rules of the Post-office in England, because the conveyance of letters is so very expensive, that the postage is sometimes more; it depends a good deal on the route the courier has to go; if he has several ferries to cross, which are very dangerous at certain seasons of the year, he of course requires greater wages than a man who has a plain road to go.

And you charge the letters accordingly?—Yes; there is no regular postage.

So that a letter bears a different charge, though it goes the same distance, according to the circumstances of the road?—Just so; for instance, to St. Andrew's it is a bad road, we charge 7 d. on each single letter. Well, to Halifax, which I believe is somewhere about 250 miles, we only charge 9 d. Now that is not in proportion.

Is there any place from your post-office to which a single letter pays more than 7 d.?—Yes, to Quebec; it pays 1 s. 6 d.

But that is a much greater distance?—Yes.

But within the settlement?—No, I do not think there is. I think that is the highest.

Are there any pay less?—I think that is the highest rate; nor do I believe any pay less to Fredericton, which is rather a longer distance; it pays the sum of 7 d.

What are the regulations with respect to the postmasters in New Brunswick?—As to their mode of payment?

Yes?—I am paid by so much per cent. on the money I collect at the office; 20 per cent.

How often do they make remittances to you?—At the finish of every quarter, I make up my accounts and send them to the Postmaster-general; and after paying the couriers, the balance I pay into the military chest, the commissary chest at St. John's.

But how do the other postmasters receive the money, and how do they remit it; how often?—Every quarter the accounts are made up at each post-office.

And there is no intermediate remittance?—There never has been since I have been at the office.

And every quarter you settle the accounts?—Every quarter I settle the accounts, and pay the balance, if there is a balance, into the commissary chest.

Do the other post-offices pay it to you?—The other post-offices in the province have nothing to pay; I am obliged to advance money to the other post-offices to pay to the couriers, so that they have very little balance remaining. Fredericton has sometimes a trifling balance.

You say you are obliged to make advances to sub-offices?—Yes.

Are the accounts between the sub-offices and you settled quarterly?—Not with me, with the Postmaster-general; each send in their account to the Postmaster-general at Quebec.

Then they do not send them to you?—No, they send them to Quebec; mine is a sub-office. When I make an advance to a subordinate office, I place in my quarterly account, so much sent to such an office, and they are obliged to account

*Colonel Drury.*

2 June 1829.

for such a sum paid, and I pay over the balance into the military chest; probably altogether from my office and Fredericton, 700 *l.* a year; 175 *l.* a quarter.

With whom are your accounts settled?—With the Postmaster-general at Quebec, they were; but I understand, since the 1st of January in future, they are to be settled with the Postmaster-general at Halifax; it has been changed.

What is the distance from Halifax to you?—The distance by land, to go round by Westmorland, is about 320 miles, I think; no, not so much, somewhere about 250 miles.

And by sea?—By sea it is not so much. It is about 100 miles from Annapolis to Halifax, and then across the bay is about 38 miles.

What distance are you from Quebec?—That I do not exactly know; I do not believe it has ever been precisely ascertained what the distance is; you may travel it in six days.

You are not obliged to attend at Quebec or at Halifax, with a view to settling your accounts?—No. I also receive a mail from the United States.

How are the inferior postmasters paid?—They are all paid by a per-centage.

Is the per-centage the same in each instance?—The same? Yes.

Has much variation from time to time taken place in your receipts?—No, I think they have been pretty much the same; they have rather decreased the last year or two, if anything, a few pounds only, from the circumstance of the timber trade not being so good as it was; but very trifling indeed, scarcely worth notice.

How often do you receive mails from Quebec, twice a week?—No, once in nine days.

From Halifax?—From Quebec.

But how often from Halifax?—Halifax twice a week.

Is the mode of conveyance the same between Quebec and St. John's as between Halifax and St. John's?—Just the same; sometimes by horses and sometimes by waggons, according to the weight of the mail; the fact is, they are obliged to get the mails in at a certain time, and we do not inquire how they get them along.

What is the time that you allow for going to Quebec?—I think it takes nine days.

You allow that, do you?—Yes, I believe that is about the time allowed; nine days.

What time do you allow to Halifax?—Halifax we get by land on the third day; the mail that we make up on the Wednesday gets to Halifax on the Saturday.

Is it part of the contract to deliver the mails in a certain time?—Yes, unless they can bring forward proof that they were detained, which they are sometimes by a heavy fall of snow perhaps. It is impossible for them to get on then. In the spring delays will happen; sometimes indeed it is impossible a man can get through.

Can you name the places where there are post-offices within the province of New Brunswick?—Yes, I can. There is St. John's, St. Andrew's, St. Stephen's, Fredericton, Gagetown, Kingstown, Sussex-vale, Dorchester, Miramichi and Pictou. The Cumberland post-office is in Nova Scotia.

You know nothing of the settlement of the accounts of the inferior post-offices with the Postmaster-general at Quebec?—I only know they are obliged to settle every quarter.

But whether there are any arrears or not, you do not know?—I suspect there are no arrears at all.

You have a general authority to make advances when called for?—Yes, from an inferior office, to pay a courier.

Is there no limitation on the amount?—No limitation.

When you make advances to the sub-offices, do you report them to the Postmaster-general?—Not till the quarter; he sees it in the accounts at the end of every quarter. Supposing 100 *l.* was advanced to the postmaster at Fredericton, that he would be obliged to account for.

You receive mails from England and from the United States, I think you said?—From the United States I receive a mail.

From any other point?—No, except from New York. On the lines, in fact; there is a post-office on the lines, from which letters are forwarded to me. It was for the accommodation of the merchants, I believe, that I was ordered to collect those letters. I get no per-centage for that; no allowance for collecting the American postage; that I am obliged to collect and remit to the Postmaster-general in the United States. The United States postage is marked on the letter; if there is

Colonel Doory.

2 June 1829.

a letter sent to my office from Robinson, I am obliged to remit that to the United States, or at least I have been in the habit of remitting the postage to the Postmaster-general, and he sends it on to the United States. The letters coming that way have increased very much; and in the same ratio the letters by the English packets have been decreasing; for there is such a constant communication between Liverpool and New York, that all the mercantile people at St. John's get their letters out in that way, for they find they get them much quicker; and the consequence is, the more letters there are that go that way, the fewer there are come by the English packet.

How long has that been the practice?—That has been the case since I have had the office.

Is it increasing?—Very much; it is increasing, I suppose, five or six times as much in the quarter as it was when I first took the office.

What difference does it make, in point of time, in the receiving them?—We get all our information at St. John's much quicker by New York.

If a letter is sent from Liverpool by any of the American ships to New York, how long are you receiving it?—We get it in seven days by land from New York; it may get out there perhaps in 23 or 24 days.

What do you reckon the average period for those letters which come by the English packet; what do you consider the fair average?—I should say about 30 days from England to St. John's; I should say somewhere about 30 days on an average.

And that once a month?—Yes. I believe the mail is made up here the first Wednesday in every month to the American colonies, and we generally look for it from the 15th to the 20th of the following month, and we usually get it in that time. It is due at Halifax on the 10th (the packet is), and it generally gets to us about the 20th. In the winter seasons I have been three months without any. I have got two English mails together, come at the same time.

The advantage then of sending the letters by the American vessels is not in the time that they are actually in coming, but in the opportunities they have of sending them?—Yes; it is not to save the expense of postage, because the postage in the States is quite as much.

Is the Postmaster in the United States in any way an officer of ours?—No.

Do you remit money to the Postmaster-general of the United States?—I do, to the Postmaster-general.

What claim have they on us?—The postage of letters which come to my office from the United States belongs to them; it does not belong to us.

Then you are, to a certain extent, an officer of the United States?—So far as that goes. I believe I might have refused doing it; but the mercantile community seemed to wish I should continue it, and I did. I get nothing for it, and it is a great deal more troublesome than any other part of my office.

Is there any remittance *vice versa*, as between you and the United States?—No, they will not receive our letters without they are paid; our letters must be paid to the line when they are put in, otherwise they will not receive them. If a letter is put into my office for the United States, the British postage to St. Andrew's must be paid, or it does not go; or, if it does, they will not receive it.

What would be the objection to the same course reversed?—I do not see that there would be any.

That probably was the system till it was altered for the convenience of the merchants?—I suspect it was: a person remitting a letter from New York to St. John's would pay the postage probably to the lines; but with respect to letters coming out from England, there is nobody to pay the postage; and if it is not paid there, it is not sent on at all.

The only remedy would be to have the postage paid in England in that case?—Yes; but I do not know how far they could do that; a man sending a letter out by a private ship could not pay the postage, unless he gave it to the captain to pay when he got there, which would be a very inconvenient mode.

There is no postage on the letters you are speaking of; letters sent from Liverpool to New York, for instance?—I do not know; their rates of postage are very high; those letters come very high; they come to probably a shilling on a single letter more than if they came by a British packet by Halifax; their rates of postage in the States are very high.

How often do you dispatch letters to England?—Once a month by the packet; but we frequently make up mails by private ships coming home.

Colonel Desry.

2 June 1829.

Do you dispatch them direct, or send them to Halifax?—Send them to Halifax.

And they are dispatched from thence?—They are dispatched from there.

How do you send them to Halifax?—By the mail, in the bag. Letters for England are obliged to be post-paid at my office to Halifax, or they cannot be forwarded; the postage must be paid on all letters for England, to Halifax.

What is the reason for that?—It keeps the provincial postage distinct from the British. If a letter goes from St. John's to Halifax, with 9d. provincial postage, that 9d. must come home to England, to the person to whom the letter is addressed.

What is the check on the amount of that paid postage?—The one office has a check on the other in the post-office.

You receive the postage at St. John's for the letters going to England by Halifax?—Yes.

And you account for that to the Postmaster-general?—Yes, to the Postmaster-general at Quebec, in the other accounts.

How is it known that that postage is properly accounted for to the Postmaster-general?—The letter-bill which passes through the post states there is so much unpaid postage and so much paid on such a day; that is sent to the postmaster at Halifax; the postmaster at Halifax looks over it, and finds the statement correct, and that is a check against my office for the number of paid letters. I look upon it as totally impossible that a postmaster (even supposing he were inclined to be a rogue,) could in any way cheat the office, from the number of checks that there are on his accounts.

What are the times fixed for dispatching the mails? are there not times fixed, such a day in each month?—From Halifax?

Yes?—No, we suffer a very great inconvenience from that very circumstance; it is uncertain when a packet leaves Halifax; they give notice only a day or two before that a packet will sail on such a day, and persons have not time to write by it; you must write perhaps 10 days or a fortnight before, or else your letter does not go by the packet.

Then the packets do not depart at any given period?—There is no given period; no certain time.

Who regulates the time of the departure of the packets from Halifax?—The postmaster generally, Mr. Howe. Not departure depends on the arrival of a mail vessel which goes to Boston.

Is there not some nominal fixed time?—I believe there is, somewhere about the 16th or 17th of each month. There ought to be; it is very uncertain.

Have you any steam-boats employed in the communication between the different settlements?—We have a steam-boat between St. John and Fredericton in the summer season, and also a steam-boat across to Annapolis, across the Bay of Fundy, both of which take the mails.

Do they belong to Government?—No, they are paid so much for taking the mails.

What are they paid for taking the mails?—The proprietor of the steam-boat to Fredericton is paid by the Post-office; he is paid very trifling indeed, I believe 15*l.* or 20*l.* a quarter; and the other boat is paid by the province, not the Post-office.

Are they brought under any regulations? in consequence of carrying the mail, are they obliged to depart at a certain time?—This boat I found was taking such a quantity of letters backwards and forwards, that I wrote to the Postmaster-general and recommended she should be hired as a mail-boat, and to bring the captain under certain rules, which would prevent his taking any letters but those in the mail, by which we got the postage, which made a very great difference in the revenue of the Post-office, because before the passengers going by the boat took all the letters.

Does this vessel carry merchandize?—She does.

Are they American or British vessels?—They are British vessels.

Do you happen to know anything of the description of vessels in which the communication with England is carried on?—Yes, I have heard a good deal of the description of them lately; I fancy they are not so good as they used to be formerly. I believe the vessels that the mails are now taken out in are generally old gun-brigs; and a very bad description of vessel it is. There was one lost this winter with the November mail; indeed there were two lost. They are a very poor class of vessel, I think; I have heard a great many complaints from people who have come home in them.

Have you sailed in any one of those vessels?—No; I came in a timber ship.

They

They are under the direction of the Admiralty, are they not?—Yes; they are officiated by lieutenants of the Navy.

What description of vessel was the mail carried in before these?—They were Post-office vessels, and a much finer class of vessels I believe than those are now.

But, however, you only know it as anybody else may know it?—Just so. I have heard since I came to London that we are very likely to have a steam navigation between Valentia, in Ireland, and Halifax.

Do you know anything of that communication?—I think it would be a very great benefit to the province. I saw a gentleman who is engaged in them the other day, and he told me that the boats are building. I believe there is no doubt it will go on next spring; not before next spring.

What are the advantages that Valentia would have over Falmouth, in that case?—It is so much further on the way.

Yes, but still the letters that go from London must go the same distance?—Yes, the letters must, but it is a harbour that you could get out of much easier than you can out of Falmouth. It is a finer and better harbour. I believe several advantages could be pointed out why it would be better than Falmouth.

Do you know any difficulties that belong to Falmouth that the stationing the vessels at Valentia would remove?—I do not know exactly the difficulties; I should say it is probable that a vessel sailing from Valentia would make her voyage, the chance is once in ten times, seven or eight days quicker than going from Falmouth; seven days at any rate; that is, supposing there was no accident. I have no interest in it, not the least.

There have been several steam-boats come from this country to Halifax, have there not?—No, I believe only one; I fancy there was one steam vessel.

Only one?—Only one, several years ago.

You have not seen or heard anything of the plan of these boats they now talk of from Valentia, have you?—The intention is to touch at Newfoundland.

We wish to know your impression of the advantage to the communication to be derived from it. Is there anything peculiar in the construction of these new vessels? I believe not; they are to be very large vessels.

You do not know whether they have great power or not?—I have not heard anything of their power.

Suppose steam vessels of that description were employed from Valentia to Halifax, going in so much shorter time than it appears they go now, what effect do you think it would have upon the communication through the American ships?—I think, as far as passengers and letters go, it would knock up that trade altogether; I think so. They would of course have a line from Halifax to New York and Boston; they would have steam vessels start there, and then again to Quebec and all round the coast; of course they would; and then I think it would completely knock up all those ships that trade between Liverpool and New York, because passengers of course would prefer going out in ten or a dozen days to taking the chance of being thirty.

They would have to cross the Channel and cross Ireland?—They would have to cross Ireland; they would go to Cork; it is a short journey from there to Valentia, through the Lakes, and a very pleasant one.

Do you think they would prefer going across the Channel to stepping at once into a New York ship at Liverpool?—I should, certainly; for I recollect myself once getting ashore on that very coast, on that part of Ireland, on the coast; I went ashore in a boat, and the vessel was three weeks afterwards going to Liverpool; but it frequently happens that vessels are a fortnight from Liverpool getting out of the Irish Channel, 10 days very often, and in that time in a steam-boat from Valentia they would be at Halifax.

Do you compute 10 days for the passage between Valentia and Halifax?—I should say 14; I have got a book of Mr. McGregor's, including the whole of the calculation; there is a calculation in it of all the distances.

Is it a published book in England?—I do not know whether it is published yet; he sent me a copy of it.

Is it anything like that (*handing a book to the Witness*)?—Yes, these are the same.

How long is a steam vessel going from St. John's to New York?—About three days from St. John's, somewhere about three days.

The land postage is seven?—Yes, we get letters on the seventh day.

Are there any coals in Nova Scotia?—Yes.

Colonel Drury.

2 June 1859.

And good for the purpose?—And good for the purpose. We have coals in New Brunswick also, that would answer the purpose. At Cape Causo also I believe there are coals.

There are very good coals in America too?—Yes, I believe; but in the interior.

Do you know whether there are any coals in Newfoundland?—I do not think there are; I suspect they would have to make a depot of coals there. By-the-by, there are coals in Newfoundland; I have seen a sample of them. There are, I believe, coals there, but they would not answer the purpose; there are very good coals indeed in Nova Scotia.

Are there great communications by way of passengers between the colonies and this country?—Yes, very great; there are a great number of people passing backward and forward; they generally now go by way of New York; they go in American vessels.

Do you think there would be a sufficient number to pay the expense of steam vessels?—No doubt there would, because not only the passengers going to the colonies, but the passengers going to the States would go in that way. I think it would draw all the passengers from the sailing boats. They calculate upon going in 14 days to Halifax by the steam vessels, and three days to New York; so that they would be sure of getting to their journey's end in 17 days.

Is not 14 days rather under the calculation?—No, I should think it might be done in 14 days.

There has been no experience that authorizes any opinion on the subject?—No, except that we know sailing vessels have come home in less than 14 days; I believe once from Halifax to Falmouth it was done in 11 days; in some instances a fortnight, and packets frequently come home in 17 days. They generally come home faster than they go out.

Do you send your letters from St. John's to Halifax all the way by land?—We send them once a week all the way by land, and once a week we send them across the Bay of Fundy.

Is not that a much shorter way, across the Bay of Fundy?—It is a shorter way, but on the average we get the land-post quicker and more regular.

Are there any impediments to crossing the bay, or what is the reason of the difference?—It is only lately that we have had a steam vessel; before we had a sailing vessel; and the other route was so much more certain, that I requested the postmaster at Halifax always to send our English mail by land.

But has the introduction of the steam vessel made the passage more certain?—If she was a good vessel, it would; but if she had not sufficient power, it would not.

There is nothing in the passage itself to prevent regularity?—Nothing, if it were a good vessel.

How soon would that bring the letters from St. John's to Halifax?—I think with a good steam vessel we should get the letters in two days.

And now what is the post?—We get them on the third day by the land-route, always certain; the other is uncertain. With a sailing vessel I have known the mail detained for four or five days; but that would not be the case with a steam-boat, of course. Within the last year they have started a mail-coach from Halifax to Digby, the first thing of the kind we have had in that province, and it is paying uncommonly well.

A mail-coach where?—From Halifax to Annapolis, which brings the letters.

Have you any communication with Prince Edward's Island?—No, very little indeed from St. John's; there is a vessel that runs from a place called Pictou to Prince Edward's Island that we send letters by, but I generally send our letters for Prince Edward's Island to Halifax, and letters for Newfoundland in the same way, I send them to Halifax; we have very little communication with Newfoundland.

You came home yourself in a trading vessel?—I did.

Did you prefer it to a packet?—Yes; I preferred it, because I was very comfortably situated in her; she had no deck load. In fact, I came home with Sir Howard Douglas's lady and her daughters. The merchant that belonged to the vessel gave orders that she should take no deck load, and she was laden accordingly; and a very good passage we had; we came in 30 days to Glasgow; it was very comfortable; indeed a great deal more comfortable than a packet would have been.

Have you had any applications for increased post-office communication in your part

part of the province?—There had been several just before I came away; I increased the communication very much by taking fresh contracts. I, in several instances, ran the mail twice a week, at the same expense as it had been going only once.

Does it pay, think you?—The oftener your communications are, the better of course your office pays.

Have you had any additional lines of communication opened, besides making them more frequent?—No, not lately; not within the last two or three years.

What is the population of St. John's?—Of the town, do you mean?

Yes.—Somewhere about 14,000 or 15,000. We have not had a census taken for several years.

Is it increasing?—Very rapidly indeed.

Is it not a favourite place for emigration?—Yes; we have more of that than we wish sometimes. We are unfortunately situated in that respect; they come to us on their way to the United States; we have so many ships in ballast coming out for timber, that they get cheap passages; they come to us, and the men, the Irishmen, go on to the United States, and leave their wives and families to beg about our streets.

Do you consider Halifax the best port in Nova Scotia for the place of the arrival and departure of the Post-office packet?—Why, St. John's would be a more central place; but the Bay of Fundy is, at foggy seasons of the year, so very bad, that unless it were a steam vessel, it would not be able to go. I should say St. John's; or St. Andrew's would be even better than St. John's, because it is more central. Now from Halifax they are obliged to employ vessels to go to Boston, and return at a very great expense; and I believe very few letters go that way; I believe the greater part of the letters come through my office from the States; Government letters go by those boats that are employed to meet the packet at Halifax.

Do the Americans do anything towards the establishment of the communication? do they supply any part of the conveyance? do they send their boats over?—No, it is for the convenience of sending our despatches, I believe.

There is no sufficient inducement in the number of passengers?—No, very few passengers go that way; we have a great deal more communication at St. John's with New York than they have at Halifax; more trade and more communication.

*Charles Drury.*

2 JUNE 1829.

*Mr. Busteed, called in; and Examined.*

ARE you acquainted with the convenience of the actual communication, and the mode in which it is carried on by the Post-office?—In the part of the country where I am we have no post-office establishment of any kind.

What is your occupation?—I am an officer connected with the Supreme Court at Newfoundland; chief clerk and registrar of that court.

Have you no post-office?—We have no post-office in Newfoundland; there is in the town of St. John's an individual, who I believe is an appointee of the governor, and when a mail-bag comes to the governor from this country, such letters as the governor does not take the trouble of distributing himself are sent down to this individual, Mr. Solomon, who circulates them about the town, for which he receives 6d. for each letter. That is the whole post-office establishment that we have in the island of Newfoundland.

How are the letters that go from hence to Newfoundland sent?—You mean those which go through the medium of the Post-office.

Yes; how are they sent?—They are made up here in a mail-bag, which mail is sent with the mail that goes to Halifax; and when an opportunity offers by any ships going from Halifax to St. John's, that bag is transmitted to St. John's, and afterwards disposed of. That, I beg leave to mention, only refers to those letters that go through the medium of the Post-office.

The direct communications from the Post-office to America are entirely to Halifax,

*Mr. Busteed.*

2 JUNE 1829.

Mr. Bosteel.

2 June 1829.

fax, are they not? and afterwards from Halifax dispersed to the different provinces, are they not?—I rather think they all branch off from Halifax.

Does it strike you that that is the most convenient way in which the communications could take place?—I suppose for one letter that passes through that communication from Newfoundland to the United Kingdom, or for one that comes from the United Kingdom, at least 50 go through other channels; no person, in fact, thinks of sending a letter through that medium, except it happens to be a duplicate, or some letter he is particularly anxious about, or Government communication.

Then the letters are sent by private ships?—The general mode of transmission is, when a merchant's vessel is about to sail for the United Kingdom, if it is not sailing rapidly, a communication is made to the different merchants about the town, that a vessel will sail on such a day, and then the different persons who wish to write, take their letters and put them into the merchants' letter-bag, who sends them home in the vessel.

Do you know whether, with a view to the communication between the provinces and America, Halifax is, in point of situation, the most convenient?—It is more remote by a good deal than St. John's, Newfoundland; vessels going to Halifax generally, I should suppose, probably 16 in 20, come within 50 or 60 miles of St. John's; before they go on to Halifax they touch on that part of the Great Bank which lies within 50 or 60 miles of St. John's.

What is the usual length of the average duration of a voyage between Falmouth and Halifax, do you know?—I cannot positively say; I have never gone that passage; my voyages have been merely confined to Newfoundland.

Did you come from Newfoundland to Falmouth?—No, I came from Newfoundland to Cork; each time that I came from Newfoundland I landed at Cork.

How many days were you coming?—The first time I came home I left Newfoundland on the 12th of October, and landed in Cork on the 28th, 16 days; the last time I left Newfoundland on the morning of the 18th of February, and I landed in Cork, I think, on the 17th of April, but I was 32 days in the ice; we fell in with the ice on the evening of the day we sailed, and continued blocked up for 32 days.

When you went out, where did you go from?—When I went out I sailed once from London and once from Cork.

What length of time were you going from Cork?—I left Cork on the 17th of May, and landed on the 23d of June; on the other occasion I left London on the 9th of September and landed on the 8th of November.

There must have been something peculiar in that voyage from Cork, that made it so long?—It was extremely moderate weather.

Were you detained in the Channel long?—No, we sailed from Cork immediately; we had very light winds a considerable part of the time.

Do you think great advantage would arise from the establishment of a regular steam communication between this country and the islands?—I should think there is no doubt of it; I should consider it myself a measure of great public utility; a steam communication would be, I should suppose, one of the most desirable objects that could be accomplished.

And from what point to what point should you think most desirable?—If I were to form an opinion at the moment, I should say St. John's, Newfoundland, would be the best point to arrive at, and to have a branch from thence to Halifax and Quebec.

And from whence would you go from this country?—From the west or south-west coast of Ireland; from the coast immediately opposite to us; we are immediately opposite the west coast of Ireland. The time I sailed from London in 1825, I left London, as I mentioned, on the 9th, I think, of September, and I do not think we got clear of the land till about the 5th or 6th of October.

And you arrived on what day?—On the 8th of November.

But is not a month more than the usual duration of the voyage?—A month out is considered to be a very good passage; I generally average a passage out as a good passage in a month, and come in three weeks, for sailing vessels.

What was the passage you spoke of to Newfoundland? from whence?—Do you mean, when I say a month is considered a good passage?

Yes.—I calculate that, from the south-west coast of England Newfoundland. From Falmouth?—The west of England.

What do you think would be saved by the sailing from Cork or from Valentia, or any of those parts?—On forming a general calculation?

Yes.—

Yes.—Why, I would say a fourth, probably; that may be rather too little; but forming a conclusion from my own case, I should say nearly a half.

Do you happen to know anything of the communication by the American vessels; the correspondence carried on through the American vessels?—No; the island of Newfoundland has very little intercourse with them.

You could not say at all what effect such an establishment would be likely to have on the communications now carried on through American vessels, both with the correspondence and the passengers; whether it would be probable that that only would be employed, or whether the American vessels would continue employed as much as they are now?—It would open a good deal more intercourse with the island of Newfoundland necessarily, if that was the point.

But at present a great deal of communication and correspondence between the provinces and America is carried on through American vessels; now would such an establishment as we have been contemplating by steam, prevent that?—Necessarily; of course the greater body of those persons proceeding to America would, I presume, much prefer a steam communication, and the passage would be so very considerably shorter. If they were going from the west of Ireland to Newfoundland, a passage which, I presume, may be calculated on an average at not more than 12 or 13 days, it would make a great difference to those who were proceeding to any part of the States of America, when they cannot do it in less than four or five weeks.

How many days does it require to go from St. John's to New York?—I cannot very well say; we have very little intercourse there; but I should suppose from 14 to 16 days; our intercourse is chiefly with Halifax.

What time would be required to go from Halifax to New York, do you know?—I am not acquainted with that; it is considered a good passage from St. John's to Halifax in six days; it is effected in less than six days; sometimes short of four; but six is considered a good passage.

Always by sailing?—I say by sailing; there is no steam there.

Is there any direct communication between Newfoundland and the island of Breton?—No direct communication.

If you wanted to send a letter from Newfoundland to Halifax, how should you send it?—By one of the merchant vessels that go backwards and forwards.

How are they paid for those that are sent in that way?—By the merchant vessels?

Yes.—Some merchant in the town who is connected with the vessel sends them.

Do you make a bargain with him?—No, the merchants send them; they know the person sending, and they seldom make a charge for it.

If you send a letter to Quebec, what route does it take?—If I were to send a letter from St. John's, I would send it here, if I depended on its going safely.

To Quebec?—Yes.

Is there much correspondence between Quebec and Newfoundland?—None, except such as is carried on in this manner.

Do you foresee any correspondence, if there was any opportunity of conveyance?—There is considerable intercourse between Newfoundland and the country about it; with Nova Scotia, New Brunswick and the Canadas they do a considerable share of business, and of course where business is done, correspondence must necessarily ensue.

Have there been any applications from the island to establish anything like a post-office in Newfoundland?—I am not aware that there has.

May it not be inferred then that no great inconvenience is felt?—Why, the merchants, so many of them possess vessels themselves, that that is their general medium of transmission of communications; they send their letters home in their own vessels. Probably to a merchant who has a large correspondence something annually is saved by it, because his letters come home free of any expense.

Is there any steam communication at all with the island of Newfoundland?—No, not in any part of it.

Are there coals in Newfoundland?—No; none at least have been discovered; it is thought there is coal in the island, but the interior of Newfoundland is very little known; though a fine and extensive island, it is very extraordinary to say that it has never been traversed or crossed, except by one individual of the name of Cormack, an intelligent enterprising gentleman, who determined to cross it, and he did; he went from east to west.

Do not you use coals in Newfoundland?—We import them from this country, and

*Mr. Bailew.*

2 June 1839.

*Mr. Bastedo.*

2 June 1899.

and there is also a good deal of coal imported from Prince Edward's Island and from Sidney.

Is it good?—Not so good as the coal in this country.

They have coals at Halifax, have they not?—Whether there is coal there or not I cannot say. I know we import no coal at Newfoundland from Halifax, and therefore I suppose they have not coal there. I have heard this gentleman, whose name I have mentioned, say it is conceived there are several coal mines in the island.

He is a resident there, is he?—He was a merchant; he is at present in London.

What is his name?—Cormack.

Is there no traffic with the United States from Newfoundland?—No, it is prohibited at the present moment.

You used to get provisions?—A great deal from the United States.

Is there no circulation of correspondence in the interior of the island of Newfoundland?—None at all; no intercourse at all through the interior.

Have you roads?—No, with the exception of probably a space of about four miles from the town; there is a tolerable good road as far as Virginia Cottage, which is about four miles; there is another road to Waterford Bridge, about four miles, and another to Windsor Lake, about four miles, and there are some few paths.

Are there any other considerable settlements beside the town of St. John's?—Yes, the town of Harbourside is a fine town, with a great deal of business; also the town of Carbonar, which is about four miles from Harbourside; in Conception Bay and in Trinity Bay there are some good towns. The town of Placentia, on the south of the island, which was formerly the capital of the island, is also a tolerable town; and there is Ferry-land and Bay Bulls, and some other settlements, that are tolerably important.

Are they populous?—They are towns of some importance and business; I should suppose the population of Harbourside may be estimated at perhaps 10,000, and probably Carbonar at 4,000.

All Europeans originally?—All Europeans, and mostly British, either English, Scotch or Irish.

Do you think a Post-office establishment there would be used, so as to be productive of a revenue?—I should certainly think so. I should think the same advantages that result to this country and other countries would result there; it would probably be difficult at the first establishment to bring the merchants to such a conveyance of the letters, when they can send them by their own vessels free of expense.

But confining the question to the interior of the island, do you think there is any probability of advantage?—I cannot say much about what would be the result, except in those several towns there was an office which would transmit the letters to St. John's, and from thence by the regular packet. Although we have no roads in the interior, there is considerable intercourse kept up between the towns; our intercourse is by water.

Does the court make any circuit at all? Is there any administration of justice at those towns?—Yes; the island is divided into three circuits, the northern, central and southern.

How do they proceed?—By water. There are generally vessels contracted for for conveying the judges on circuit; sometimes two vessels are taken, according to their fitness for the purpose.

You were not in attendance on the court when you were in the ice, were you?—No, I was coming home.

Then it must be only at particular seasons of the year that the circuit can take place?—It is generally the spring and fall.

Is the navigation always free at those times?—Most generally. A considerable facility to navigation would be afforded by the use of steam, and a good deal of time would be saved. A steam vessel would have the means of escaping the ice, which a sailing vessel has not.

Do you suppose you would have escaped the ice coming home, if you had been in a steam vessel?—We should have got out of it much earlier, and should afterwards have saved a considerable passage southward, if we had been in a steam vessel.

It was a very unusual thing to meet with the ice so soon, was it not?—It was a very extraordinary season. I believe it is the only year that can be remembered when the harbour of Halifax has been completely blocked up.

Are

Are there any enterprising persons among the mercantile people of the island; is it likely they would encourage a steam navigation?—They are very well disposed to enter into any speculation that will make money; they are mostly confined to the trade of the town, the fisheries.

Is the principal communication now with Pool?—There is a good deal of intercourse with Pool, a good deal. I think the principal intercourse with Newfoundland is from Greenock and Liverpool.

It used to be almost wholly with Pool, did it not?—Liverpool and Greenock send three or four vessels to one that Pool sends.

Is there a harbour at St. John's adapted to large-sized steam vessels?—Yes, perhaps there is not a finer harbour in the world. It is an extremely fine harbour, peculiarly well calculated for steamers.

How does the governor send his despatches?—He sends them by merchant vessels coming backwards and forwards; he gave a despatch of letters to the captain of the vessel that I came home in, which when he got to Cork he disposed of there.

How does he receive his communications from England?—All by way of Halifax.

*George Washington Busted.*

*Monday, 18 January 1830.*

*Charles R. Fairbanks, Esq. called in; and Examined.*

ARE you a resident in Halifax?—I am; I am a native of that province.

Are you in any public situation?—I am a member of the bar; and I have the honour of belonging to the Legislature for the town of Halifax.

Will you be good enough to inform the commissioners how letters are received in Halifax, from England?—Part by the ordinary mails from Falmouth; more by the private vessels arriving from Liverpool, and a large portion by the way of the States.

What is the proportion that you conceive comes by the States?—As a surmise, I should think from one-fourth to one-third, perhaps more.

Halifax is the point to which the packets come direct from Falmouth, is it not?—It is.

How are the letters which arrive by the packets conveyed from thence, either to the United States or the Canadas?—A few letters come to Halifax, addressed to the residents in the United States; but there is a mail sent regularly from Halifax by the mail boat on the arrival of the packet. This mail goes to Boston, and thence proceeds to Washington. The letters for the provinces are dispatched weekly overland. The mail for Canada proceeds by land from Halifax through New Brunswick to Quebec, approaching the frontier, on the upper part of the river St. John.

Does it go along the Gulf of St. Lawrence, or does it cross the river St. John, and go close to the frontier?—It passes from Halifax to Truro at the head of Colchester Bay, thence to Amherst, thence to the city of St. John, up the river St. John to Fredericton; then within a short distance of the frontier to the St. Lawrence, and on its south shore to Quebec.

Is not there a road projected that is to come more directly across, and to be considerably within the frontier?—Yes; the projected road, when opened, will be very much so; this red line, on the map upon the table, I consider to be as nearly as may be in the direction of that road. There is now a mail regularly from Halifax to Miramichi; thence a mail goes occasionally to Nipisiguit and to Restigouchi, both on Chaleur Bay, and perhaps not distant from the projected route.

Is the dispatch to Boston by a packet-boat?—By a schooner of about 100 tons; there are one or two of them employed by the Post-office, which carry the mail regularly to Boston, containing the despatches for Washington. I think it very probable that many letters go in those mail-boats to Boston, to be forwarded thence to Canada; but I do not know the fact.

Is that an English post-office establishment?—It is under the postmaster at Halifax.

How are letters conveyed to the other points of our colonies to which letters go? Through Halifax, or first to Prince Edward's Island?—The mail goes from Halifax

*Mr. Busted.*

*2 June 1830.*

*C. R. Fairbanks,  
Esq.*

*18 January 1830.*

C. R. Fairbanks,  
Esq.

18 January 1830.

to Truro, and then to Pictou, and thence by a small vessel to Charlotte's Town, in Prince Edward's Island.

How are they conveyed to Newfoundland?—To Newfoundland there is no direct mail. The letters are forwarded by private vessels or by ships of war, which go thither frequently; the communication is rarely obstructed, except for about three months of the winter. I have a very strong impression that they were or are in the habit of making up a bag at the post-office in Halifax for some of the vessels that are in the regular trade, as some of those vessels assumed the title of "*The St. John's Packet*."

Then they go in the shape of ship letters?—They do; and it is possible letters from England, to a great extent, come to Halifax to be forwarded to St. John's.

Is there much correspondence between the Canadas and Nova Scotia, and St. John's, Newfoundland, putting out of view any British correspondence direct with Newfoundland?—A great deal. Canada not being easily accessible in winter, its supplies accumulate at Halifax, both the produce of the Canadas for export to the West Indies from Halifax, and the supplies for the Canada markets of West India produce; and therefore the communication is very great, in the seasons of spring and autumn especially.

Do many passengers come by the packet?—No; the packet vessels are much disliked; there is an impression against them, because they are of a class that is thought to be dangerous, and also, because unfortunately their passages to Nova Scotia are longer, generally speaking, than those of private vessels; of the two last packets that went to Halifax, one had 40 days passage, and the other 38; while a private vessel, that sailed from Liverpool, had but 27 days passage, sailing after one packet, and before the other.

Do you think the principal communication for passengers is by American vessels, or by British vessels?—From Halifax there are not many who proceed to England by the way of the United States, because they must take one voyage to New York or Boston, and there embark again for England. I know, however, that some few gentlemen have done this. Passengers from Halifax to this country now usually come by one of the ships now established as regular traders between that port and the port of Liverpool. I am not to be understood as saying that the packets do not bring passengers, but that they are not preferred.

What course do the passengers to and from the Canadas take?—I believe to New York, on account of the great convenience of the American ships, and of the land journey.

What course do they take on arrival?—They go up from New York to Albany, and proceed overland to Lake Champlain, and take the steam-boat there; then proceed to the lower end of the lake to the river, called I believe the St. John, or the River Richieu, and from thence they proceed either by the steam-boat down to Quebec, or up to Montreal. The communications are very rapid; I think five days are quite sufficient to go from Quebec to New York.

How often does the packet sail from Halifax?—It sails monthly; the English packet sailing from Falmouth early after the beginning of the month arrives at Halifax, proceeds to Bermuda and returns to Halifax; then it returns back to Falmouth after a few days stay.

How often is she received at Halifax?—Once a month is the regulation. In the winter season I have known the mails to be long due.

How are the letters which come hither by the packet collected from our colonies?—They come from Canada, New Brunswick and Prince Edward's Island by the post-roads I have mentioned. The inland mails collect the letters throughout Nova Scotia. The whole are collected at the General Post-office in Halifax.

From Quebec they come by land?—They come by land, and the packet is generally detained for the Quebec mail, and also for the mail by Boston, bringing the despatches from Washington.

Do many of the Quebec letters pass through the State of New York, and go from thence?—I have no doubt of it, because the communication is so ready from Quebec overland, and by the Hudson to New York, and so regular, certain and rapid, by means of the American vessels to this country.

Do you know what is the difference in the period of receiving a letter which starts by one of those American ships, and goes to New York, and one which comes by the packet, and is then transmitted to New York in the regular way?—I have a difficulty in answering that question; so much depends upon the passages out; if the packets have good passages out to Halifax, I have known it frequently to

C. R. Fairbanks,  
Esq.

18 January 1890.

to be the case that they get their English news in New York by the way of Halifax sooner than by their own vessels; but this I think scarcely happens more than twice or thrice in a year. The American vessels are generally good sailers, and they make their passages very quickly; but I have noticed that several times, particularly in the spring of the year, when easterly winds prevail, they got their information earlier through Halifax than they did direct from England.

You must have, from your situation, a good deal of communication with commercial people connected with that part of the world?—I have, a great deal.

If you were in England, and you wanted to convey intelligence in the quickest mode to Quebec, would you send it by the packet, or would you send it by an American vessel from Liverpool?—I should write by the American vessel, undoubtedly, in winter.

Is the advantage of the American ship in the sailing to New York, or in the shortness of the distance from New York to Quebec?—During the winter the communication from Halifax to Quebec or Montreal is rather tedious overland. The state of the roads, particularly through New Brunswick, increases the journey in a very considerable degree; and to this, that the packets (as I have been informed, and the length of their passages confirms it,) generally go to the southward, following the same track that the New York vessels do; consequently a vessel sailing from Liverpool at the time that the English packet sails from Falmouth will arrive at New York within a few days of the other arriving at Halifax. Besides, the land journey from New York to Quebec is shorter at that season of the year, or more rapidly performed than the overland journey from Halifax to Quebec. Both causes in winter contribute to give advantage to the New York route; but in the summer season I should prefer to write by the packet direct to Halifax. If I were a merchant, I should certainly write by both opportunities.

What is the difference between the time required to go from New York to Quebec and the time required to go from Halifax to Quebec, by land?—Assuming five days from New York to Quebec by the Hudson, Lake Champlain and the St. Lawrence, I think it requires in the summer to go from Halifax overland, by the ordinary course of the mail, 10 or 11 days; the difference would probably be five or six days in the overland communication, and in favour of the route *via* New York. It may be less by two or three days.

Is not the communication from Halifax by land very bad?—Only on one part of the route; the bad part of this journey is at the upper end of the river St. John, for two or perhaps three days' journey; but from Halifax to Cumberland the road is excellent; from Cumberland over to St. John it is very good, and there are no difficulties, as I have understood, in going to Fredericton by land; from that point to the St. Lawrence the difficulties exist. Up the St. Lawrence the road on the south shore, which the mail travels, is very good. I speak from information. The mail between Halifax and Quebec is dispatched I believe once a week. I know not of its ever miscarrying; though in winter, and in the earlier part of the spring, it is frequently delayed.

Is not the navigation up to Fredericton very good?—It is, I have been told, while the river is free of ice.

When you spoke of five or six days in favour of New York, in going to Quebec by the overland journey, did you speak of summer or winter?—I was speaking of summer; in the winter the advantage would be as many more days in favour of the conveyance of letters to Quebec overland, by the way of New York; that is my impression; yet there are some difficulties in the winter, in the conveyance by Lake Champlain; I believe they have recourse to stages, and there is sometimes delay.

In the map there appears a course marked by water from Quebec towards Halifax, touching at different places in the Gulf of St. Lawrence; is there any such course made use of now?—I presume this to be intended to show the line of steam-boat communication from Quebec to Halifax. On this no steam-vessels are yet employed; but my late letters from home inform me that there is a company forming in Canada for this purpose, and that they are making preparations to start a boat from Quebec to Halifax in the coming spring. A subscription has been opened. Of course this boat must also touch at Pictou for coal. Now as it is but one day's journey, over an excellent road, from Pictou to Halifax (of 99 miles), they think a great many passengers will proceed from Quebec down the St. Lawrence, to Pictou, and thence by land to Halifax; in summer it will be the main communication, if a steam-boat is established.

C. R. Fairbanks,  
Esq.  
18 January 1850.

Generally speaking, at what time do you reckon the St. Lawrence becomes impracticable, and how long does it continue so?—Vessels are safe in leaving the St. Lawrence (steam-boats particularly) till the end of November, perhaps the 20th. In the spring I think ships sail from Halifax in May; but whether the 1st of May, or the middle of May, I do not exactly recollect.

You spoke of steam navigation from Fredericton to St. John's; from what point does it go?—I understand there has been a steam-boat long plying from St. John's to Fredericton; but there is another communication between the provinces, on which a steam-boat is now employed; this is the communication from Halifax to Windsor, Horton, Annapolis, Digby, and thence by steam-boat across to St. John's; mails pass by that route to St. John's. The time occupied is three days during the winter. The passage by the steam-boat is interrupted about from three to three and a half months.

What is the usual length of the voyage from Falmouth, or Liverpool, to Halifax, in the packets?—Thirty-five days for a packet may be considered an average passage from Falmouth, but its length depends very much upon the season of the year. At particular seasons easterly winds prevail; and therefore the early spring packets, for instance, those for the months of March and April, they generally expect in 25 or 30 days. For our merchant vessels, (which generally sail from Liverpool) they consider 35 and 45 days a fair passage; but I happen to know that during 1828 the passages of the regular ships in the trade have been remarkably good from Liverpool to Halifax.

What is the usual difference between the time of arrival from Liverpool and from Falmouth?—I cannot state that difference. The packets from Falmouth ought, if properly managed, to be out long before the Liverpool merchant vessel; but the fact is, they do not. Packets are vessels more fit for sailing rapidly than heavy laden merchant vessels; but it is a fact, that they have not been successful in making short voyages.

Does not the difficulty arise very much from the Channel navigation?—I think not; I have been told by ship-masters, that the merchant-vessels generally keep a little to the northward of a direct course to Halifax, but that the masters of the packets generally get to the southward, by which means they are within the range of the south-westerly winds that prevail in the Gulf Stream, and are impeded by that current as well as by contrary winds.

You have been speaking of the outward passages?—Yes. The homeward passages the packets generally make much sooner; they are almost invariably shorter than those of merchant ships.

Can you give any reason for that?—The winds generally prevail from the westward, and the packets carry no cargoes, and therefore should be good sailing vessels. From Halifax they make a straight course, and it is certainly shorter to Falmouth than to Bristol or Liverpool.

Do not considerable delays frequently take place, both in the arrival and the getting out of vessels in the Channel?—Very frequently, I should imagine.

Have you any vessels that go from Halifax to the west coast of Ireland?—Very few to the west coast of Ireland. I have known one or two, but they are very rarely sent thither from Halifax.

Do you know whether it is considered that the delays and difficulties of the passage are more in passing from Cape Clear to America, or from Cape Clear up to Liverpool?—I know little of nautical matters; but I have understood from those with whom I came passenger here, and also from others, that in going to America from Liverpool, they consider themselves, when they got as far as Cape Clear, out of all danger, and so in coming back, that the principal dangers are in the Channel. I have made two passages hither, and on both occasions the masters were full of anxiety as soon as they got in the Channel.

Probably it has been a subject of consideration and discussion at Halifax, what the advantages would be of substituting a steam conveyance for letters and passengers, in lieu of the conveyance which now exists. What are the opinions entertained upon the subject, and what is your own opinion?—All that I have heard upon the subject arose from the project that was set on foot a year or two ago, of the Atlantic Steam Company; that excited a great deal of conversation, and the general opinion was that it would be a measure of the greatest general importance, and one of the most effectual for the benefit of all the colonies that could possibly be adopted; also in a mercantile point of view, as respects the communi-  
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cation of mercantile information, it would be inestimable; but the doubt was whether the thing could be effected.

Since the various experiments have been tried, and the power of steam and the management of it have become better known, does that doubt exist now?—With respect to that, I can only state my own belief on the subject, and give the opinion of others. I have given a good deal of attention to this subject, and I am satisfied there is no serious difficulty; so much so, that I should not hesitate to go in the first vessel impelled by steam that may start for Halifax. I draw that inference, of such communication being perfectly practicable and safe, from information given me by masters of steam vessels; also from others of my own family who have been in them, and from knowing that such vessels do pass from Dublin to Bordeaux, and to Lisbon from Falmouth through the Bay of Biscay, which they consider to be a passage more dangerous than across the ocean.

Have you any coals in North America?—I am most happy to say that our province is provided by Providence with an immense quantity of the finest coals.

Then there would be no difficulty in supplying depôts in the province?—Not the slightest. A company formed in London called the General Mining Association has been established two or three years there. They have commenced to work very extensively, and I am informed that there is no limit to the supply that they can afford. They give us at Halifax abundance of coals, and of these the quality produced by the Sidney mines is preferred to English coals, for all domestic purposes. We have lately set up a steam-boat as a ferry-boat across the harbour, intending to use coals on board it.

Have they coal in Newfoundland?—I am not aware that they have any in that island; certainly none in working.

Have they in the Canadas?—I do not think they have.

Do you happen to know that coal is sent from Halifax to the different provinces?—Coal has not yet been sent from Halifax or from Pictou or Sidney to Quebec, to my knowledge; but it has been sent this last year from the Sidney mines to Newfoundland, in some quantities; and it is sent from Sidney and from Pictou to New York and Boston. I have no doubt but that all the British provinces, as well as great part of the United States and the West Indies, and particularly the establishments at Bermuda, will be always dependant on the Nova Scotia coal mines for their principal supplies of this essential article of consumption. The Americans resort to Halifax, bringing into that port (which is a free warehousing port) immense quantities of American productions, in payment for which the principal article of our produce they can take is coal. They also have sent a great number of vessels, particularly this autumn, to Sidney and to Pictou, which are also free warehousing ports. Of this article the consumption, I understand, is increasing fast in the United States.

Are they worked now to a great extent, and have they the proper apparatus for working?—At Pictou they have a steam-engine, and they are working them extensively. I have seen those works, and I understand they are working also new mines at another place called Lingan, near Sidney.

Is the field of coal one extensive field of coal, or different fields of coal?—I should imagine different fields; but I would rather refer the commissioners to some member of the Mining Company upon that subject.

Do you know what depth they work?—At Pictou, which is where they have gone deepest, I think I descended into a pit 60 yards, and there were 25 yards below that to the bottom.

Do you recollect what the breadth of the seam was?—At Pictou it is 47 feet, of different coals, as I have been led to believe.

Is the establishment you have been speaking of altogether British, or does the colonial government in any way countenance it?—The Duke of York had a grant of the mines, and we understood that Messrs. Rundell, Bridge & Rundell, a firm in the City, had an assignment of his lease for 60 years. The amount of the rent is to be applied we understand to the purposes of the colony, and is so applied; but the colony, independently of that benefit, has no further connexion with it, except that the inhabitants feel the deepest interest in this establishment and its operations, because they know that they are of infinite importance to the colony. Its immense supply of iron and coals renders Nova Scotia an invaluable possession.

What, in your opinion, would be the effect of the establishment of a steam communication upon the correspondence and upon the conveyance of passengers to this country?—

C. R. Fairbanks,  
Esq.

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country?—It is a subject upon which I have thought for some time, and I have also endeavoured to get information upon it. My own belief upon the subject is firmly settled in favour of the beneficial results of a steam navigation, with ships of suitable dimensions, properly managed, and established to go from Liverpool, touching at Valencia, and then proceeding to Halifax, twice a month. If that can be effected, my opinion is, not only that the greater part of the passengers to British America, but that two-thirds of the American letters, in addition to all the colonial letters, will go by that communication. For believing that this correspondence will go by it, my reason is, because a merchant prefers to write by the quickest and most certain mode of communication; and I have been led to believe that steam-boats can be prepared to go from Valencia to Halifax, under ordinary circumstances, in 15 days. I should expect in two or three years to find the produce of the Nova Scotia post-office, now about 5,000 *l.*, trebled or quadrupled. I say, as a colonist, that if it is possible to establish such a communication, the colonies will not only be most anxious to have measures adopted immediately for this purpose, but in some degree consider themselves entitled to call on His Majesty's Government to have it done. I should say, as a member of the Legislature of Nova Scotia, that as no undertaking could so effectually as this promote its best interests, its inhabitants were bound to contribute as much as they could to this communication, and to aid it in every way. That they would do so you may infer from the circumstance that when, two or three years ago, in Canada they proposed establishing a steam-boat from Quebec to Halifax, (which project they are now again reviving), the Canadian Legislature voted 500 *l.* a year for three years, as an encouragement, and our Legislature voted 250 *l.* a year for three years, as a bonus, to that communication from Quebec to Halifax; and recent letters say, that there can be no doubt whatever that if these steam ships on this plan from England to Halifax are established, a communication by steam-boats will be set up to Boston from Halifax without delay.

Therefore Boston is perfectly ready to meet you?—I believe there is not the slightest doubt on that point.

The Commissioners understand that a great deal of both correspondence and passengers come from the southern states to New York, and from thence to England?—I suppose it to be the case.

Upon the supposition that such a communication was established as that you have been speaking of, do you think it would be probable that any part of those would be diverted by going at once to Halifax, and taking that course to England?—I think it most highly probable; but it would depend upon the degree of comfort, the rapidity of the passage and the price; principally upon the price.

What is the price of the passage now?—In the American packets I have understood it to be 30 *l.*; in British packets it is 40 *l.* from Halifax to Falmouth.

Is that the sum in private vessels to Liverpool?—No; from Halifax the highest price is 25 *l.* currency, and going out 25 *l.* sterling; but the price from Boston and from New York and Philadelphia is 30 *l.* In the steam-packets the price should be fixed at the lowest rate possible.

What is the difference between your currency and sterling?—One-tenth; 1 *l.* currency is 18 *s.* sterling.

Supposing such a steam communication to be established, what do you conceive to be the best point in America to come from?—I have thought a good deal of this; and in taking my answer, the Commissioners must recollect that I belong to Halifax; but I must say that I am convinced that Halifax is the first port your steam packets proceeding to America should make, and the best to return from. Its harbour is in every respect excellent; it is the nearest port they can resort to for a supply of coals, Sidney not being made with safety during the prevalence of certain winds, and having no shelter; Halifax is open at all seasons. If you go to St. John's, you will be met frequently in the spring by ice coming down from the northward, and blocking the harbours; and you must reckon upon being excluded from the port of St. John's, in coming from England, for two or three months of the year. There is a great deal of fog always prevailing on that coast. Passengers will be very unwilling to go out of their way to St. John's. The delay will lengthen the voyage in some little degree, and there would be perhaps some detention in port. It is considered by us rather an unpleasant voyage to go to St. John's; Sidney has been talked of; but the distance from Sidney to Halifax is very short, and the like objection, from the ice in spring, exists perhaps to the harbour at Sidney. From thence also another line of boats would be needed; therefore it appears

to me that Halifax is the nearest point you can possibly go to; it will form a centre for a variety of other lines of communication.

Is there anything projected in the way of improving certain communications, which, if it were accomplished, would alter your opinion; for example, a junction of the Bay of Fundy with the Gulf of St. Lawrence, in the Northumberland Straits?—That junction would render Halifax extremely more desirable as the point of arrival or departure. The course to Quebec would then be from Halifax through the Shubenacadie and Bay Verte Canals to the St. Lawrence. As the colonies are at present situated with respect to the mother country, any plan for establishing a direct communication, one shorter and better, and more to be depended on than we now have, is most important; for we really suffer great inconvenience from the state of the communication out, in respect of the correspondence and the passengers. Were the objects of the steam-packet establishment, restricted to these two purposes, I know not of anything that would more improve, that would have a greater tendency to benefit the colonies. The establishment, properly conducted, would there produce greater results in every way on their prosperity than any other measure that we are aware of; it would increase the number of inhabitants by the facilities it would afford to emigration: this might be carried on, if desirable, to a great extent in the lower provinces. Now emigrants are chiefly directed to Canada; and they are obliged, in search of suitable places of settlement, to go a long distance, if they do not immediately direct their course to the United States. Coming by those vessels they would first arrive at Halifax, and have an opportunity of examining the soil and climate of Nova Scotia. It is said that we have abundance of room for a great number of emigrants; and they might, I am well convinced, in our province be able to locate themselves with greater advantage than in Canada. When they go up the St. Lawrence to Canada, they too frequently become dissatisfied, and pass on to the United States. In a pecuniary point of view, I am satisfied the steam communication will yield a large revenue.

Do you conceive that the advantage of establishing the communication would be in proportion to the dispatch in the communication?—Unquestionably.

Then if the means could be found of reducing the time very materially, you would consider that as a great advantage?—I am referring to safety and time in the passage, at all seasons.

Did you ever hear of a project of starting from the most westerly point, which is Valentia, and making all the communications from different parts of this country to America bear upon Valentia?—I contemplated that as the point of final departure in the several answers that I gave. It would I think be necessary to adopt Liverpool for the place of commencing the voyage. This would be most essential, not only for the convenience of a certain description of passengers and for letters, but for light parcels and for newspapers, which would be a very productive source of revenue, if the establishment was properly carried on. In returning from Halifax, I think the packets should land the mails at Valentia. For the voyage out, an option should be offered to passengers either to embark at Valentia, the nearest point to America (thus from London saving 10 degrees nearly of longitude and the dangers of the Channel), or at the place where the passages for America are at present generally taken, that is, at Liverpool. I think the vessels, being established at Liverpool, should touch at Valentia, and that the mails should be put on board at Valentia; being so far to the westward, and clear of the land, the passage must be quicker from Valentia than it can possibly be effected from Liverpool. This would afford a strong inducement to a great number of passengers to go by land to its utmost limit, thereby avoiding the great danger at many seasons of the passage down the Channel. Permit me further to say, that all of us look at the idea of a steam communication from Valentia to Halifax not only as a measure of the utmost importance at all times, but in time of war as most essential to the protection of the colonies and the preservation of their communications with the mother country.

If there were any such establishment as you have been describing, would there be any chance of American competition?—I think not the slightest danger of a competition by steam-boats from the United States. I have been informed, and led to believe, there is no coal fit for steam vessels on the whole coast of the United States; they use wood in their steam-boats; therefore they must, in order to compete with the proposed establishment, import their coal at a much greater cost than

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it can be procured at Halifax for the British steam packets. This would prove a heavy expense; and besides, Halifax is 500 miles nearer than New York to England.

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Mr. Richard Smith, called in; and Examined.

Mr. Richard Smith.

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HAVE you had occasion to be well acquainted with the North American colonies?—I have; I have had an opportunity of seeing them.

How long have you been acquainted with them?—Three years.

What has led to your acquaintance with them?—The mining objects which that country affords, coal, iron, copper, lead, slate, &c., but principally coal and iron.

Where have you been resident chiefly?—In Nova Scotia and Cape Breton.

How long did you reside altogether in Nova Scotia?—Nearly two years.

Were you in any other parts of the colonies?—I was not in Canada at all, I was in New Brunswick.

You had occasion of course to see how the correspondence was received and sent from those colonies?—I had.

Of what improvements do you think those communications are capable?—If any alteration were adopted, it would be much better if it were performed by steam communication. I say that from some experience I have had in it. For instance, I have been to Portugal in the steamers that go from London and Portsmouth, and have seen how they act at sea. I recollect, for instance, being in a very heavy gale of wind in the Bay of Biscay for three or four days, without the use of the rudder, which was shivered, and had no command of the vessel, and the steam-engines managed the vessel extremely well; we made way notwithstanding, and never shipped a bucket of water all the time. I have seen the Atlantic in perhaps as heavy a gale of wind as could possibly blow. I was in one of the British packets, homeward bound from Halifax; but if I had been in a steamer at the time I should have considered myself much safer than I did in the circumstances in which we were. The outward-bound packet, which crossed us at sea, has never since been heard of, and must have foundered.

You think then that there would be considerable advantage in steam, in point of safety?—I think there would, from the experience I have had, besides the dispatch.

Comparing the steam vessels either with the present packets, which are not very good sailers, or with any good sailing vessel whatever, do you maintain the same opinion?—I should prefer a steamer myself, under any circumstances.

Do you conceive there would be any difficulty in the establishment of a steam communication to America?—I should conceive none.

Where would be the point of your departure, and where would be the point of your arrival?—I should say Liverpool for the point of departure, because coal is as cheap there as at any point I know, except in Scotland; and Liverpool would be the most likely place for the vessel to be most profitable.

The question refers to a conveyance for letters and light goods and passengers?—So I understand it; then Halifax would strike me as the point to which I would go; but if it was thought prudent to send the vessel afterwards to Quebec, it would be much cheaper to that vessel if she were to call at Pictou and take in her coal there, because the mines are at Pictou, and the coal must be sent from Pictou to Halifax. But, after all, it would not be a very great delay if she were to call at Halifax, because there the passengers would divide, and part of them would go to Boston and another part to Prince Edward's Island and Quebec, and others to Bermuda.

What sized vessel would you propose?—A 500-ton vessel at least.

For how many days consumption can a vessel of that size carry coal?—Twenty days consumption, provided the number of horses power employed in the engine were at the full number of about 130 horses.

Is that the sized engine you would recommend for a packet of that tonnage?—  
Yes,

Yes, I would recommend that power, although less may do; I think two 65-horse engines would be the best for a vessel of that size.

What quantity of coal would you require?—Bolton and Watt's estimate for double-power engines is 10 lbs. a horse per hour, that would be two hundred weight of coal for 24 hours for one horse, or it would be about 13 tons for engines of 130 horses in 24 hours, which would leave a space of 227 tons for ship's provisions, passengers, luggage, &c.

How many days do you calculate would be the time required to go from Liverpool to Halifax?—I should think about 15 days; I reckon it about 200 miles a day in the 24 hours. I have no doubt that if I were to leave Liverpool in a steam vessel on the 1st of the next month, that I should be in Halifax on the 16th, at moderate sailing.

Have you made many voyages to America?—I have been there and back; I came back in 15 days; I left Halifax on the 5th of December, and I arrived at Falmouth at 11 o'clock on the morning of the 20th, 1828.

Is not that a very unusual passage, even for a home passage?—I went out in 12 days in a merchant vessel from Cape Clear, in Ireland, to Newfoundland. It was at the rate of eight knots and a half an hour that I came home, which I consider moderate sailing.

Would not it take you two days more to have gone to Halifax?—Yes, about three days to Newfoundland. A steamer, with the wind in her favour, would go 10 or 11 knots an hour.

How long were you in getting to Cape Clear?—We were five days getting down the Channel.

Would not there be a great advantage in escaping the Channel?—If you leave at Valentia or at Cape Clear, certainly there is an advantage, but only in respect of the distance; because a steamer is much less influenced by those changes of wind than a sailing vessel is.

Has not she to contend with currents?—She has to contend with currents, but she prevails over them.

There being that great advantage in Valentia, why do you prefer Liverpool?—On account of the cheapness of fuel, and it being a great commercial place. I think passengers, in ordinary, are more likely to go from Liverpool, and I think it would be more likely to answer their purpose.

Do you think persons would object to go to Valentia and embark there?—I should think those who could afford it, would prefer it; for my own part, I should rather go to Valentia.

Therefore if coals are to be had on as good terms at Valentia, you would prefer Valentia to Liverpool?—I should, as to shortening the voyage. The same observation applies to Halifax; Halifax itself is not a coal district.

How far is the coal from Halifax?—About 230 miles is the nearest point by sea; it is about 230 miles from Pictou to Halifax by water. The two quarters from which coal would be brought to Halifax are Pictou and Sidney, and they are both of them about 230 miles by sea, or one day's sail for a steam vessel, which the Mining Company are providing to carry coal to Halifax, where a very large stock will always be kept, of a suitable quality. The Pictou mines are about 80 miles distant by land from Halifax, and the Shubenacadie Canal, now forming, will connect the coal field with the town of Halifax.

Are you acquainted with the coal at those parts?—I am.

What is the quality of the coal?—At Pictou the coal is highly bituminous, and is very glutinous on the fire; the coke from it is exceedingly free from sulphur, is very lasting, and gives a very powerful heat; at Sidney it is the same, but possesses a little sulphur, like the Newcastle coal. The Pictou coal is free from those impurities and bad qualities which usually injure the boilers of steam-engines.

Have you examined the country generally, with a view to coal?—Nearly throughout.

What is the size of the coal field?—It extends from Sidney, in Cape Breton, through Nova Scotia, to the district of Cumberland.

Does it extend a considerable breadth?—It is very wide.

How deep have you got?—One coal vein is 41 feet thick, and the others are from 9, 10 and 11 to 3, 4, 5, &c.

Does it lie near the surface?—It lies close to the surface.

Have you had an opportunity of collecting any information with reference to the means of procuring coal along the American coast?—I have; they have a few districts

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districts of coal west of the Alleghany Mountains, but they have never discovered, in the whole of their 2,000 miles of sea coast, a bed of bituminous coal fit to take a vessel to sea. There is some coal in Rhode Island, but it is of no use for steam-boats.

You have alluded to the price of coal at Liverpool, as one of your reasons for selecting that place; can you state what would be the comparative prices at Liverpool and at Pictou or Sidney?—I believe the price of coal at Liverpool is about 10 s. sterling a ton; at Pictou it would be 13 s. 6 d. currency a ton; delivered on board a steam-packet at Halifax it would be about 20 s. currency, and I apprehend much less when the consumption is greatly increased. I believe that the advantages of those provinces for steam vessels have never been generally considered, and are very little known.

Would the Welsh coal do for this purpose?—There is no Welsh coal between Flint and South Wales, that I am aware of.

Having considered the subject, will you state generally, with respect to the communications between this country and America, what you conceive would be the advantage from establishing a steam navigation, as compared with the situation that communication is in now?—I think a very small portion of the letters that are sent from North America go by way of the present Government packets; I apprehend they mostly go through the United States or by our merchant ships from and to the different ports in the colonies. If there were a steam communication, they would chiefly go by the steam packet, on account of the dispatch and greater certainty.

Do you think the effect of it would be to divert the passengers from the course which they are in the habit of taking now by New York, and so going in American ships to Liverpool and to bring them to Halifax, and so send them to England through the medium of the steam vessels?—If I were to go to America again, as the communication is at present, I should go to Liverpool and embark there for New York, by what is called a New York packet, and find my way from New York to Halifax as well as I could; for my confidence is gone in our English packets, from what I have seen of them myself.

In what respect?—I do not think them so safe, and I believe I am speaking the opinion of hundreds of people that I have heard express it upon the subject.

Were they built for packets, or were they vessels of another description, converted for that purpose?—I believe the old packets were built for packets, but the others are made of a warlike construction, different to the old packets, and carry 31 men.

Has any experiment been made to try the fitness of the Nova Scotia coals for steam-boats?—The General Mining Company continually use them for steam-engines in that country.

Have the Americans yet availed themselves of those coals for steam-boats?—Not for steam-boats, but for land steam-engines. It required that they should alter the furnaces under the boilers, as they had been accustomed to burn wood, and they did not wish for any detention in the summer season to do that; but now they are lying up, in the winter, some of them are making that alteration.

Will not that lead to an exportation of coals to the United States?—There is one already, and I anticipate an unlimited demand when the quality of the coal is more generally known.

To what extent are the coal works carried on; have you engines and works, and all the apparatus that is used in this country?—All the apparatus that is used in this country; and in fact they are able to build steam packets throughout, although so recently established.

What is the quantity of coal you raise?—Pictou can raise 1,000 chaldrons a week, and the same at Sidney and Bridgport together, and they may increase these quantities, by increasing their strength, to 200,000 or 300,000 chaldrons a year, for the coal is most abundant.

What is the price of coal at the pit's mouth?—It is 4  $\frac{1}{2}$  d. per bushel, at the Albion or Pictou mines; it would be about 10 s. 6 d. a ton, that would be about 13 s. 6 d. a chaldron at the pit's mouth.

As that appears a high price, can you state where the great expense arises?—There is a great expense in opening and working mines, and there is a royalty to the Crown.

Is labour dear?—Labour is dear there; not so dear as it has been, but there wants a greater competition. Artizans and mechanics are going out continually, and

and as they increase in number, labour is becoming cheaper. I suppose wages are double what they are at Newcastle. Mr. Richard Scott.

Is not the expense of working a coal mine very much in proportion to the depth? 28 January 1850.

—Yes, and the quantity of water to be raised.

Had you much water to be raised?—Very little.

Have you steam engines there?—Not at Sidney; there are two at Pictou. It is only three years since steam engines have been introduced into that country.

How long have coals been known to exist in the colony?—They have been known to exist about 40 years; at Sidney they have been rudely worked about 30 years, and at Pictou very recently. The growth of steam engines and other things has been so rapid, that two years ago if a captain had a chain cable broken, he could not get it repaired, and now you may get a chain cable made for a man of war in Nova Scotia.

Are there iron works there?—At Annapolis charcoal iron is made, and there is a blast furnace now erecting at the Albion mines, and a large foundry already established; and the iron mines are the most abundant I have seen in any part of the world, although I am well acquainted with the iron districts in this country.

Where are they?—In the district of Pictou, near to the coal, and partly in the same pits, in fact. I believe in process of time it will be the greatest country in the world, its powers and resources are so great; they are known only to a few individuals. It will be the pride of England.

Do any of those advantages extend also to New Brunswick?—New Brunswick has never been properly explored; and if it were, the rivers do not appear in the direction for it. Nova Scotia is all but an island, and it is an oblong one, and the mines run in that direction as to afford very great facilities for conveying their produce to the harbours. There is some coal in New Brunswick.

Have any other minerals been discovered in New Brunswick?—Other minerals have been discovered, but nothing worth working.

Supposing there were a steam navigation established between Halifax and this country, and supposing the advantages to result which you state are likely to attend the establishment of such a communication, which must be in some degree at the expense of the Americans, is there no danger of an attempt of competition by the United States?—I think it would be impossible that they could raise one; they have no coal whatever on their coast that has ever yet been discovered fit for steam-boats, and if I may express my private opinion, I believe they have none that could enable them to take a vessel to sea, so that they must have coal either from England, Scotland, or Nova Scotia, to raise a competition with, or bring it, at a great expense, from the west side of the Alleghany Mountains.

Would it be possible to use wood for that purpose?—They cannot use wood at sea, it takes up too much room to stow; wood is only calculated to go along shore; it is quite out of the question that they could ever attempt anything of the kind for long voyages.

Is not a great deal of communication with the southern provinces of the United States carried on through New York?—It is.

Do you think the steam communication which is now in contemplation is likely to divert the passengers and correspondence from New York, and to bring them to Halifax, for the purpose of coming by the steam packet to England; or do you think they would continue to go in the sailing vessels from New York?—I think, owing to the great dispatch, they would be likely to go from New York, Philadelphia and Baltimore, and all those parts, to Quebec or to Boston and thence by steam to Halifax. A steam vessel will soon be established from Quebec to Halifax, whether this line is established or not; but if the proposed steam navigation were established, I think they would all come to Halifax.

Do you think Halifax, the best point, under all the circumstances?—I think Halifax would be the point most likely to succeed.

Is there a regular communication with Pictou?—They have formed a coach communication.

Would not there be some dangerous navigation in getting to Pictou?—None whatever; it is very little further from England than to Halifax. The advantages of Halifax are, that it is the metropolis of the province, and the chief port, and more accessible in the winter. Pictou is shut up in the winter; Halifax is always open; it is as fine a port as any I know in the world.

Is Pictou a bar harbour?—It is; but I believe it has always 22 feet at low water.

Do you think, for the convenience of the colonies, the mail sails often enough?

—Certainly

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—Certainly not. I think if it were to sail oftener, it would be better for the Post-office revenue, as letters would go more by the mail than they now do.

How many steam-boats do you think would be necessary to keep up the communication, supposing it to be established sailing twice a month?—I think four would be sufficient if they were well found, or five, if Bermuda were included.

And those you would recommend would be with 130-horse power, and about 500 tons burthen?—Yes, of full 500 tons burthen; rather more than less.

What was the size of the vessel in which you crossed the Bay of Biscay?—It was the steam ship *George the Fourth*. I do not remember her tonnage; she may be nearly 700 tons.

Would there be no objection to having a vessel of that tonnage, from the quantity of coal that would be necessary for so long a voyage?—I think the quantity of coal that would be required would be little more than 200 tons, but I would put coal enough in for 20 days voyage.

Could it be so stowed in a steam vessel as not to impede the sailing?—I think it could.

Would there be any necessity, in going from Liverpool, to have a dépôt of coals established at any place?—On going from Liverpool, I should think not.

And still less if it went from the coast of Ireland?—Certainly.

Is there coal at Newfoundland?—There is coal, but it is not on the side that is navigable.

Is it coal that is worked?—No, it is only known by two or three individuals, who have landed and seen a thin bed or so, as it may have been seen in the wilderness in New Brunswick.

Is not there a good deal of opportunity of communicating by ship-letters between the two countries?—A great deal.

Do not you think you could do without packets?—No, because private vessels cannot always be depended upon.

Looking at the communication, with reference to commercial purposes, do you think they could do without packets?—With reference to commercial purposes, I think they nearly do that as it is.

When you were resident in the country, did you always send your letters from the place you were at by ships, or did you send them to Halifax?—When we had an opportunity we sent them by the ships.

Did you ever send them to St. John's?—Never; there were generally vessels going from Nova Scotia to Liverpool, which afforded more frequent opportunities.

Does any of the correspondence come in that way from Pictou?—I should think not from Pictou by way of St. John's; letters are not sent from Halifax to Pictou, but from Pictou to Halifax.

Or from Halifax to St. John's?—That I am not aware of. I should think none by St. John's, Newfoundland, or St. John's, New Brunswick.

Is not the communication as great between St. John's and England as between New Brunswick and England?—I should think it is; there is very great intercourse between St. John's, Newfoundland, and England; from Nova Scotia there is a greater communication than from St. John's, New Brunswick; from Miramichi vessels are numerous.

Are you acquainted with the navigation up the St. John's river?—No; I am not much acquainted with that; I was more on the Miramichi side; there is very great intercourse between Miramichi and England, that is with reference to the timber trade. I think, in process of time, steam will be more common in that country than it is in England.

Supposing such a communication as has been spoken of were established, do you think it probable that New York and Boston would co-operate and establish steam boats to come to Halifax?—I have no doubt whatever they would do that; the establishment of a steam-packet from Boston to Halifax would complete the navigation by steam from New York to Halifax, because they have now a steam communication from Boston to New York.

How far do the steam communications extend into the interior from New York?—They go all up the Hudson to Albany, that is 154 miles; they go up as far as the rivers are navigable by steam. In fact, they do everything by steam that they can do; that is the most easy way of going to Quebec.

If a steam-boat were established between Quebec and Halifax, would it supersede the land conveyance?—It would altogether in summer, for passengers and letters;

letters; the land conveyance is very inconvenient indeed, the road in some parts is very bad. Mr. Richard Smith  
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In what way would passengers at present go from Halifax to Quebec?—They would go to Boston and New York, and thence to Quebec.

Would not time be lost in going by water from Halifax to Quebec?—I think it would be the quickest way, although it appears a considerable circuit. The difficulties of going through the woods of America are very great.

Is the stream of the St. Lawrence strong?—In the narrows of the upper part it is rather strong. In the Gulf of St. Lawrence the neap tides generally rise four feet six inches, and the spring tide seldom exceeds seven, so that there is not much water to create a current.

If a junction of the Bay of Fundy with the Gulf of St. Lawrence, at the Northumberland Straits, by the intended canal were perfected, would that affect your opinion of the eligibility of the place of communication?—No, I do not think that would make any difference; I should still say that Halifax was the best point. When the Shubenacadie Canal is formed, it will give an internal communication which will be preferred by many people. I would beg leave to suggest that it would be a great advantage to establish a steam communication from Halifax to Bermuda. Bermuda is about 600 miles, and the vessels would run there and back without requiring a fresh supply of coal after leaving Halifax.

How long does the packet wait at Halifax on her way to Bermuda?—Sometimes not an hour. It has happened to her to sail into the harbour, just land her mail and passengers, and sail out again to Bermuda without casting anchor. On her return to Halifax, she waits for the ambassador's bag from Washington; she is obliged to wait till that arrives, if it is a fortnight.

Does she wait for an answer from the ambassador to the despatches she has brought?—Always; there is a vessel always in the harbour, which sails a few hours after the packet arrives; she goes to Boston, and then the ambassador's bag is forwarded from Boston to New York, and from New York to Washington, and that vessel waits at Boston till she gets the return bag again, and then she brings it to Halifax.

Then how long would be the interval between the arrival at Halifax waiting for a return from Washington?—Generally about two weeks; but that depends upon how long the bag is kept at Washington. The American steam vessels go with amazing rapidity.

What is the course of post between Quebec and Halifax?—I should apprehend about a fortnight or three weeks; but I am not certain about that.

In your communication with persons in Halifax, have you generally found them very anxious for the establishment of a steam communication?—I have not had much conversation with them on that subject; but they are all anxious for anything that would bring them nearer to England; they always speak of England as home.

*Richard Smith.*

*Monday, 25 January 1830.*

*Joshua Bates, Esq., called in; and Examined.*

THE Commissioners understand that your house have had very extensive intercourse with America?—We have. *Joshua Bates, Esq.*  
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Does your correspondence apply to various parts of America?—Less to the British provinces than to the United States.

Through what channels is that correspondence chiefly conveyed?—By the Liverpool packets; we never send, except to the West Indies, by the established packets.

Has that been constantly your practice?—Of late years; certainly, for the last six or seven years.

Have you had any correspondence with Canada?—Some.

In what direction do you send that?—In the same way.

Have you any with Halifax and with the other provinces?—Sometimes with Halifax, which we send by the Post-office packet or by merchant ships.

Does

*John Bates, Esq.*

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Does not the greatest part of the correspondence of the United States, whether with London or with Liverpool, come in the same way?—It does; and a great proportion of the Canadian correspondence.

What is your ground of preference of that mode of conveyance?—The greater rapidity; and the port of Halifax is so far to the northward, that in the winter time it is a difficult port to make a short passage to.

Do not the vessels that go to Liverpool, go chiefly from New York?—They do; they have a line of packets to Boston, but they do not succeed.

Is not the American correspondence chiefly sent to New York?—Yes.

Do not even the southward provinces send their letters to New York, and thence to England?—They do.

What do you think would be the effect of the establishment of a steam navigation to Halifax, to communicate with New York?—The same difficulty would, in my opinion, be found that exists with regard to the sailing packets; namely, there is so large a portion of the year when the weather is very rough; in that season I think it would not answer. From the last of October to the middle of March it would be a very rough passage.

Is not there a constant communication by packets?—There is, and a line of packets from Boston; but they go empty during those months; all the passengers go to New York, because it is an easier port to make. I apprehend the same difficulty will apply to Halifax, whether the communication is by steam or by sailing ships.

Is not the present communication entirely by sailing ships?—It is.

If a steam communication were established, supposing it to have the same advantages that steam navigation always has over the sailing packets, do you think it would produce much effect, either upon the correspondence or upon the passengers?—I should be fearful that for some time people would not be inclined to embark; they would take into calculation, first, the roughness of the passage in the winter season, and then the novelty of the thing might lead to the belief that it would be more hazardous. With regard to the return voyage, it would be impossible to perform that, I think, any quicker by steam than by sailing.

What do you reckon the average length of a passage?—I think the average of the first class packets is 22 days from New York to Liverpool, and the passage out is about 35 days.

Supposing by any means that could be reduced to one-half, would not that operate as a great inducement to prefer them?—Certainly it would.

Are you sufficiently acquainted with the passage to know where the principal difficulty lies; whether it is in the Channel, or after you get clear of the coast of Ireland?—The great difficulty outward is, that the northerly winds which prevail are continually driving you off to the south, and it is very difficult to keep the track.

Do not the greatest difficulties and delays arise in the Channel, both in getting out and coming home?—Of course they cannot go so rapidly in narrow seas; but generally the tide assists them very much, and they contrive to go out and in without much difficulty. The great difficulty on the American coast is from the frost; if it is a severe winter, it would be difficult to go a-head with a steam-boat; the vessel would become a body of ice in a little time.

Would that be the case at Halifax or New York?—It is so sometimes at New York; but I think, in keeping a direct track, to shorten the voyage in the winter season, as you approach the American coast the spray frequently becomes ice the moment it touches the vessel.

Do you think that much advantage would arise in the communication between this country and America, if you were to establish the sailing point from a western port in Ireland?—No doubt, for correspondence, that would be very advantageous, both in coming this way and going the other; there is certainly a delay in getting out to sea, which it is desirable to avoid, and which would be obviated by sailing from a western port of Ireland.

When you get clear of the coast of Ireland, you go out to sea at once; there is nothing to stop you?—Yes; but that would not answer for passengers, I should think.

If the communications from different parts of the kingdom were made to bear upon some port at the west of Ireland, would not it be as convenient as coming either to Liverpool or to Falmouth?—I think not; many families have a large quantity of baggage, and they could not afford to pay the carriage as far as the western coast

coast of Ireland; if the communication were by a steam ship, she might sail from Portsmouth on a given day, and from Valentia on another, and that would obviate the difficulty.

Were you acquainted with a project which was on foot a few years ago, for an establishment at Valentia?—I heard of it, but I was not sufficiently acquainted with it to form any opinion upon it; I often heard it spoken of, and I have had some experience in navigating in steam-boats to Holland and elsewhere.

Do you think that much effect would be produced upon the correspondence with our colonies by making the road that is projected in New Brunswick from Halifax to the Bay of Fundy?—That might increase the facility of communication very much; they are very much in want of roads in that quarter.

Would it be of much advantage to the correspondence with America if the packets went more frequently?—If they went with more rapidity, it would not be of much advantage, while the letters continue to be forwarded by the Liverpool packets.

Would it support a more frequent communication in the state in which it is now?—I think not.

The question refers to the Government packets; if they sailed more frequently, do you think that would have the effect of diverting any of the correspondence from the Liverpool packets to the Government packets?—It would depend upon the rapidity of the communication.

Do you think it is a matter that depends entirely upon rapidity?—Entirely.

And if a mode of communication more rapid than by the present Liverpool packets could be resorted to, that would have the effect of diverting the correspondence?—It would certainly have the effect; it is the case with all our packets. We send now by way of Ostend, because we find it goes more quickly in that way than direct by Hamburg. It is a matter that is watched by all merchants, to have their correspondence move as quickly as possible.

Have you much correspondence with the northern part of the Continent?—We have; and to all parts of the Continent, in fact.

With regard to the communication between this country and the North of Europe, is there anything that suggests itself to you that would be an improvement, that would either accelerate it or facilitate it in any way?—The employment of steam-boats seems absolutely necessary at those seasons when they can be employed.

Where should you propose that they should go from?—That is a matter that requires some consideration, but I should say Harwich.

You think that on the whole would be more convenient than starting from London?—I should think so; I should come to that conclusion from the circumstances that very frequently the passage across cannot be effected during the daylight, and when that is the case the delays in the river are very great. I think it would be much more certain of arriving at a given time at Harwich.

At present they go from Margate to Ostend, do not they?—Yes, that is the most regular communication they have. They go twice a week.

Does not a great deal of correspondence go directly in the shape of ship-letters from London, both to Flanders and to Holland, and to the North?—I should think not, because there is not that record of its being done which every merchant wishes to preserve; and if there is a miscarriage, he cannot justify himself for so doing. There is some inconvenience arising from the regulations with regard to taking letters for steam-boats at the Post-office; they cease to take them after 10 o'clock; consequently we have to make up our letters, as many as we have ready, at half past nine, and send them off, for fear of being too late; and then we have a second time to send; and finally, we may have two or three that cannot be finished till a late period, and those we have to send on board the steam-boat in the morning or by means of some passenger. I see no reason why the Post-office should make any difference in their hours for letters by steam-boats or by the foreign mails.

Have you found any inconvenience from the Act of Parliament not having been strictly obeyed with respect to the landing of letters. The question refers to the provision by which captains bringing letters are obliged to avail themselves of the first point at which they touch to put them into the post-office?—That is not likely to be neglected where the number of letters is large. There is a considerable pay given to the captain for delivering in his letters, and the regular packet captains

*James Bate, Esq.*

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feel bound to do so; they are sufficiently informed of the contents of the letters, that they contain bills at sight and so on, that they always deliver them immediately. Sometimes there are vessels that do not bring many letters, which the captains do not consider of great importance, and they think it is time enough to deliver them when they arrive in London. I am not aware that there has been any cause of complaint on this account; or if there has been any, it has not been owing to any want of disposition on the part of the commanders, but to their not knowing what is proper.

Have you any correspondence with South America?—We have, with all parts of South America.

How are the letters conveyed to South America?—By packet to Buenos Ayres, Brazil, and Mexico; we never send these by private ships.

Do you ever send by private ships to Van Diemen's Land or New Holland?—We have no correspondence there. I think I should send by a private ship in that case.

Do you ever send through any foreign ports to any parts of America?—There is a line of packets established from Bordeaux to Mexico, through which we sometimes send, and also from Havre to the United States occasionally.

Do you receive much correspondence in that way?—Very little.

The Commissioners have had some statements as to the insecurity connected with private ships, and bags sent by private ships which are not under the seal of the Post-office; have you had any experience of that?—I do not remember ever to have had a case of a letter being lost.

Supposing a steam communication to be established of the description that has been alluded to between this country and Halifax, do you think there would be likely to be a competition arise in America?—My opinion is, that they would endeavour to go as fast as possible; if they saw any improvement, they would be likely to adopt it.

Are you aware whether they have the means of doing it?—I should think they have the means.

Is not there a want of fuel in the United States?—They could get fuel here. We have not as yet found any coal in America suitable for steam-boats, but that would not be so important, when we consider that all the ships that come here from America bring cotton and bulky articles, and they would carry coals back. The want of coals would be a small disadvantage to them, but I should think that would not compensate for the advantage they would have in a preferable passage.

Are the number of ships that come with cotton sufficient to carry back a supply of coals?—There are a great number; they bring about 500,000 bales; that would require 500 ships altogether. The price of coal in New York is about 12 dollars a chaldron upon the average, which is 50 s.; that is duty and all paid; that is English coal carried out in the manner I have mentioned; they are not so dear on the average in New York as in London.

How do the letters go and come from Liverpool?—I suspect the bulk of them are forwarded in parcels; they are sent down, whether lawfully or not I do not know, from the coffee-houses in parcels.

If at the different receiving houses which are now established to receive them, the names of the ships that were to sail from Liverpool or from any port were always put up, and the letters put in at those places with the name of the ship by which they were to go, and forwarded from thence, and if conveniences and facilities were afforded for that purpose, do you think that would be the means of putting an end to that practice?—I should think it would, in a great degree. I observe that that is the case in the United States; where the letters from distant places are sent through the post office to be forwarded to New York, a direction with regard to forwarding them is written on the envelope, and the postmaster puts them on board the packet. I should think if it were adopted in this country it would tend to bring that mode of forwarding letters into more general use than at present; I should think that by far the greater portion of those that write letters to America, are not aware that they could be put into the post-office and sent by any of the Liverpool packet ships.

Do you know whether there is any agent at Liverpool whose business it is to receive the letters sent to Liverpool to be put on board those packets, or does every merchant employ his own correspondent?—I think every merchant employs his own correspondent.

Is it the same with letters coming from America to Liverpool?—The postage is always paid on letters from America, and they are invariably put in the post-office on arriving at Liverpool.

Does the American captain get any remuneration for the letters he brings?—He gets 2 *d.* a letter.

How is the postage paid upon letters that are sent to North America?—It is paid at the Ship-letter office.

What would be the remedy in case of any misfeasance with respect to a letter sent in one of the American packets?—I think if we forward a letter, containing, for instance, inclosures of value, where it was important to have evidence of putting it regularly forward, we should sent it through the Post-office; but the bulk of the letters to the United States, as there is no exchange on the United States, do not contain anything of value; it is the other way that bills are remitted.

Should you have any remedy if a letter was opened or lost in going by one of the American ships?—I think not; I do not see that any claim can be established upon any one.

*Joshua Bates.*

*Joshua Bates, Esq.*

25 January 1830.

